



AGENDA

Executive Committee Meeting

Committee Members

Andrew Do, Chairman
Mark A. Murphy, Vice Chairman
Lisa A. Bartlett
Michael Hennessey
Steve Jones
Tim Shaw

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Monday, June 7, 2021 at 9:00 a.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the OCTA Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>



Guidance for Public Access to the Board of Directors/Committee Meeting (Continued)

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to ClerkOffice@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **90 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Director Bartlett

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 4)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

2. Approval of Minutes

Approval of the minutes of the Executive Committee meeting of May 3, 2021.



3. Agreement for System Security Program Review and Update

Katrina L. Faulkner/Jennifer L. Bergener

Overview

Consultant support services are necessary to provide subject matter expertise and technical support for the review and update of the Security Program for the Orange County Transportation Authority. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendations

- A. Approve the selection of ADS System Safety Consulting, LLC, as the firm to provide consulting services to review and update the Security Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2729 between the Orange County Transportation Authority and ADS System Safety Consulting, LLC in the amount of \$345,692 to provide consulting services to review and update the current security program.

4. Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Katrina L. Faulkner/Jennifer L. Bergener

Overview

The Orange County Transportation Authority contracts with the County of Orange, Orange County Sheriff's Department to provide Transit Police Services. On July 13, 2020, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide these services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2021-22.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$11,133,059, for Transit Police Services, effective July 1, 2021 through June 30, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$21,739,395.



Regular Calendar

5. Measure M2 Quarterly Progress Report for the Period of January 2021 Through March 2021

Francesca Ching/Kia Mortazavi

Overview

Staff has prepared the Measure M2 quarterly progress report for the third quarter of fiscal year 2020-21, covering January 2021 through March 2021, as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Discussion Items

6. Fiscal Year 2021-22 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 10, 2021.

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, July 1, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Executive Committee Meeting

Committee Members Present via Teleconference

Andre Do, Chairman
Mark A. Murphy, Vice Chairman
Lisa Bartlett
Michael Hennessey
Steve Jones

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Deputy Clerk of the Board
Allison Cheshire, Interim Deputy Clerk of the Board

Via Teleconference

Darrell E. Johnson, Chief Executive Officer
James Donich, General Counsel

Committee Members Absent

Tim Shaw

Call to Order

The May 3, 2021 regular meeting of the Executive Committee (Committee) was called to order By Chairman Do at 9:02 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance roll call and announced a quorum of the Committee.

Pledge of Allegiance

Director Bartlett led in the Pledge of Allegiance.

1. Public Comments

There were no Public Comments.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 and 3)

2. Approval of Minutes

A motion was made by Vice Chairman Murphy, seconded by Director Bartlett, and following a roll call vote, declared passed 5-0, to approve the minutes of the Executive Committee meeting of April 5, 2021.



3. Agreement for System Security Program Review and Update

Staff pulled this item and deferred it to a future Executive Committee meeting.

Regular Calendar

**4. Capital Programs Division - Third Quarter Fiscal Year 2020-21
Capital Action Plan Performance Metrics**

James G. Beil, Executive Director of Capital Programs, presented a verbal report on the quarterly progress report on capital project delivery for January 2021 through March 2021.

Following the discussion, no action was taken on this receive and file as an information item.

Discussion Items

5. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer (CEO), discussed the following:

Coronavirus Update / Wave 2 Return -

- Mr. Johnson, CEO, reported Orange County has been in the Orange Tier of the State's Blueprint for a Safer Economy for a little more than a month. Based on the Return to the Workplace plan staff developed from state guidelines, he stated that this allows for up to 25% capacity to return to the OCTA administrative offices.
- Starting May 3rd, OCTA's Wave 2 group of employees have voluntarily returned to the administrative offices.
- OCTA now has approximately 90 employees currently in the office, which is slightly less than the 25% capacity limit.
- The Executive Staff will monitor any transition to the Yellow Tier to determine when additional employees can safely and strategically return other employees to the office.



5. (Continued)

EMSD Workshops -

- Last week, approximately 60 people participated in two workshops OCTA hosted for the Enhanced Mobility for Seniors and Disabled grant program.
- This grant program will offer non-profits and local public agencies opportunities to help meet the transportation needs of seniors and individuals with disabilities and augment ACCESS service.
- Pending approval of the Board in July, OCTA will release the Call for Projects of potentially up to \$4 million in local funds.
- OCTA's prior call for projects under this program in 2018 awarded \$1.25 million to six agencies to provide some perspective.

6. Committee Members' Reports

There were no Committee Members' Reports

7. Closed Session

There were no Closed Session items scheduled.

8. Adjournment

The meeting was adjourned at 9:15 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, June 7, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Andrew Do
Chairman

Gina Ramirez
Deputy Clerk of the Board



June 7, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for System Security Program Review and Update

Overview

Consultant support services are necessary to provide subject matter expertise and technical support for the review and update of the Security Program for the Orange County Transportation Authority. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendations

- A. Approve the selection of ADS System Safety Consulting, LLC, as the firm to provide consulting services to review and update the Security Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2729 between the Orange County Transportation Authority and ADS System Safety Consulting, LLC in the amount of \$345,692 to provide consulting services to review and update the current security program.

Discussion

A review and update of the Orange County Transportation Authority's (OCTA) Security Program is needed to ensure that OCTA continues to practice best industry standards in terms of providing a secure environment for both employees and ridership. This review and update has five major components: review and identification of internal OCTA security functions, review and analysis of OCTA policies and procedures, updating of the current security plan, creating a training plan, and the development of a short- and long-term strategic plan.

The review of internal security functions will include interviewing key personnel in order to validate or identify responsibilities not currently included in OCTA's security plan and a review of job descriptions. Security systems and function performed by employees will then be cross checked against current policies and

procedures for identification of possible gaps. The review process will enable the analysis and development of an updated security plan.

The development of a comprehensive training plan will follow, which will be compliant with the Transportation Security Administration and the Federal Transit Administration regulations. The creation of a training plan will allow for an updated exercise and training schedule ensuring employees are trained on best security practices in a transit environment.

Lastly, a threat and vulnerability assessment will also be included, which will help inform the development of short- and long-term strategic goals as it will include a combination of all the previously outlined reviews and assessments and place them in a priority and logical order. This will allow OCTA to better leverage and maximize financial resources when planning and implementing new or enhanced security features.

Following the tasks noted above, which are estimated to require approximately 24 months to complete, a full-scale exercise, compliant with the Homeland Security Exercise and Evaluation Program, may be required to complete this project.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. Various factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as project organization and staffing, prior experience with similar projects, work plan, as well as cost and price.

On January 20, 2021, Request for Proposals (RFP) 0-2729 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on January 20 and 25, 2021. A pre-proposal teleconference was held on January 26, 2021, with 13 attendees representing ten firms. Three addenda were issued to provide a copy of the pre-proposal registration sheet and to respond to questions related to the RFP.

On February 23, 2021, ten proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Security and Emergency Preparedness, Health, Safety and Environmental Compliance, Scheduling and Bus Operations departments, as well as an external evaluator from Superior Court of California, County of Orange, met to review all proposals received.

The proposals were evaluated based on the following evaluation criteria and weightings:

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 25 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 30 percent |
| • Cost and Price | 20 percent |

Several factors were considered in developing the criteria weightings. Qualifications of the firm was weighted at 25 percent as the firms had to demonstrate experience reviewing, strengthening, and designing comprehensive security programs. Staffing and project organization was weighted at 25 percent as the project team had to demonstrate expertise with project management and planning skills. Work plan was weighted highest at 30 percent because the firm had to present an approach that included a comprehensive review and assessment of existing security policies and procedures with specific recommendations of implementation measures to improve existing security policies and procedures. The project includes a current security program review, security plan development, and development of a multiyear strategic plan. Cost and price were weighted at 20 percent to ensure OCTA receives competitive pricing for the proposed services.

On March 8, 2021, the evaluation committee reviewed all proposals received based on the evaluation criteria and short-listed the two most qualified firms. The two short-listed firms are listed below in alphabetical order:

Firm and Location

ADS System Safety Consulting, LLC (ADS)
Los Angeles, California

Guidepost Solutions, LLC (Guidepost)
Los Angeles, California

On March 18, 2021, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements for this project. The firms' project managers and key team members had an opportunity to present qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' experience performing similar services with projects involving security program reviews, the specific challenges in executing the work plan, surveys that would identify security culture, and strategies to ensure high response rates. Additionally, the firms were asked to explain their approach

when creating threat level categories and discuss differences between internal and external forces. Finally, firms were asked to clarify questions related to each firm's proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary rankings and adjusted individual scores; however, the overall ranking of the firms did not change as a result of the interviews.

Based on the evaluation of the written proposals, information obtained from the interviews, as well as cost and price, the evaluation committee recommends ADS for consideration for award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

The short-listed firms are qualified and demonstrated experience providing related services.

ADS has provided risk-based system safety and security engineering and consulting service since its founding in 2011 and has 43 employees. ADS has experience working on identical projects with the Los Angeles County Metropolitan Transportation Authority, Sonoma-Marín Area Rail Transit system, Hampton Roads Transit, District of Columbia Department of Transportation DC streetcar system, and the Honolulu Authority for Rapid Transportation. ADS' main office is located in the City of Los Angeles. The firm is the primary contractor for the Maryland Transit Administration safety system services, Capital Metropolitan Transportation Authority's on-call safety and security management, Metropolitan Transit Authority of Harris County safety support, and the Tri-County Metropolitan Transportation District of Oregon's on-call safety management system consulting services contract.

Guidepost was founded in 2010 as a global investigations and security company with 200 employees, and is located in the City of Los Angeles. The firm has proven experience contracting with transit companies including performing a threat and vulnerability assessment for the Metro Transit District in King County, Washington, in addition to providing a safety and security management plan for the Madison Street G Line bus expansion for King County. The firm created security master plans for the Utah Transit Authority, emergency operations planning for the San Francisco Municipal Railway, security consulting and design for the New York Metropolitan Transit Authority, and on-call security services for select San Bernardino County-owned facilities.

Staffing and Project Organization

ADS proposed a qualified team with experience related to providing services developing, managing, supporting, and overseeing security programs. The proposed project manager has more than 15 years of system security experience focused on public transportation, and has developed and managed public transit system security and emergency management programs while serving as Security Manager for the Charlotte Area Transit System and Chief Safety and Security Officer of the New Orleans Regional Transit Authority. The proposed system security consultant brings over 20 years of transit safety and security experience and has served as both Deputy and Chief Safety and Security Officer for Honolulu Authority for Rapid Transportation. The proposed project team demonstrated transportation background and familiarity with federal regulations. During the interview, the project team provided comprehensive responses to the evaluation committee's questions.

Guidepost proposed an experienced team. The proposed project manager has 37 years of experience, as well as demonstrated knowledge and experience in security operations and technology. The project manager has worked on related projects including the City of Los Angeles Civic Center and King County Metro Transit Threat and Vulnerability Assessment. The technical lead has over 40 years of experience with relevant projects that include the King County Metro Master Plan, San Francisco Municipal Railway emergency plans development, and the California Department of Transportation Statewide Assessment. Individuals from the proposed project team responded to questions during the interview, but not all team members participated in the discussions.

Work Plan

ADS presented a work plan that addressed all elements of the scope of work and its requirements. The firm provided a thorough approach to completing each task and proposed enhancements to the scope of work requirements. The firm clearly identified an approach to identify recommended countermeasures that can be implemented to improve OCTA's overall risk resiliency by identifying risk items at each step of the process and focusing on the risk reduction of assets or practices that are critical to the continuity of operations. The proposed categories will be defined by critical assets, associated risk rating and recommended countermeasures. The proposal cited examples of where the firm has provided training for other transportation agencies and how they would apply that experience and knowledge to OCTA.

Guidepost's work plan demonstrated an understanding of the project requirements. The firm discussed specifics of the scope of work and presented a detailed work plan. Guidepost provided details on the firm's approach to evaluate physical security elements by using principles of natural surveillance, territorial reinforcement and activity, and maintenance. Guidepost also provided examples of similar work performed in King County; however, they only included a few references regarding how the work plan is specific to OCTA.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest firm-fixed price and scored the other proposals' firm-fixed price based on its relation to the lowest firm-fixed price. ADS' firm-fixed price was slightly lower than the price proposed by Guidepost. ADS also proposed a price lower than the OCTA project manager's independent cost estimate. Therefore, ADS' proposed firm-fixed price is deemed fair and reasonable.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, as well as pricing, the evaluation committee recommends the selection of ADS as the top-ranked firm to provide consulting services on the review and updating of the current security program. ADS delivered a comprehensive proposal and an interview that was responsive to the requirements of the RFP.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2020-21 Budget, Account No. 1316-7519-A0001-OSS and is funded through general funds.

Summary

Staff is recommending that the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2729 between the Orange County Transportation Authority and ADS System Safety Consulting, LLC in the amount of \$345,692 to provide consulting services to review and update the current security program.

Attachments

- A. Review of Proposals, RFP 0-2729 Security Program Review and Update
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2729 Security Program Review and Update
- C. Contract History for the Past Two Years, RFP 0-2729 Security Program Review and Update

Prepared by:



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Approved by:



Jennifer L. Bergener
Chief Operating Officer, Operations/
Deputy Chief Executive Officer
(714) 560-5462



Pia Veasapen
Director, Contracts Administration
and Materials Management
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Review of Proposals
RFP 0-2729 Security Program Review and Update
Presented to the Executive Committee on May 3, 2021
10 proposals were received, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Firm-Fixed Price Total
1	86	ADS System Safety Consulting, Inc. Los Angeles, California	iParametrics, LLC	<p>The firm has provided risk-based safety and security consulting since 2011.</p> <p>The firm has 43 employees and is located in the City of Los Angeles.</p> <p>The firm has worked on identical projects with the Los Angeles County Metropolitan Transportation Authority, Sonoma-Marín Area Rail Transit system, Hampton Roads Transit, District of Columbia Department of Transportation DC streetcar system, and the Honolulu Authority for Rapid Transportation.</p> <p>The proposed project manager has more than 15 years of experience.</p> <p>The systems security consultant brings over 20 years of transit safety and security experience.</p> <p>The firm clearly identified an approach to identify recommended countermeasures that can be implemented to improve OCTA's overall risk resiliency.</p> <p>The comment/response matrix to deconflict the draft Master Safety Plan was notable.</p> <p>The project team provided comprehensive responses to the evaluation committee's questions and all team members participated.</p>	\$345,692
2	82	Guidepost Solutions, LLC Los Angeles, California	Aanko Technologies, Inc.	<p>The firm was founded in 2010 as a global investigations and security company.</p> <p>The firm has 200 employees and is located in the City of Los Angeles.</p> <p>Worked with transit companies providing a threat and vulnerability assessment for the Metro Transit District in King County, additionally provided a Safety and Security Management Plan for the Madison Street G Line in King County.</p> <p>The proposed project manager has 37 years of experience in security operations and technology.</p> <p>The technical lead has over 40 years of experience with relevant projects.</p> <p>Provided good details on how they would evaluate physical security elements by using principles of natural surveillance.</p> <p>The firm responded to all questions during the interview, but not all members participated in the discussions.</p>	\$346,000

Evaluation Committee

Internal:

Contracts Administration and Materials Management (1)
Security and Emergency Preparedness (1)
Safety and Environmental (1)
Scheduling and Bus Operations Support (1)

External:

Superior Court of California, County of Orange (1)

Evaluation Criteria

Qualifications of the Firm
Staff and Project Organization
Work Plan
Cost and Price

Weight Factors

25 percent
25 percent
30 percent
20 percent

ATTACHMENT A

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)**RFP 0-2729 SECURITY PROGRAM REVIEW AND UPDATE**

ADS System Safety Consulting, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.00	4.00	4.00	4.00	4.00	5	20.0
Staffing/Project Organization	4.50	4.00	4.50	4.50	4.00	5	21.5
Work Plan	4.00	4.00	4.00	4.50	4.00	6	24.6
Cost and Price	4.90	4.90	4.90	4.90	4.90	4	19.6
Overall Score	86.1	83.6	86.1	89.1	83.6		86
Guidepost Solutions, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.00	4.00	3.50	4.00	3.50	5	19.0
Staffing/Project Organization	4.00	3.50	4.00	4.00	4.00	5	19.5
Work Plan	4.00	4.00	4.00	4.00	4.00	6	24.0
Cost and Price	4.90	4.90	4.90	4.90	4.90	4	19.6
Overall Score	83.6	81.1	81.1	83.6	81.1		82

Scores for Non-Short-Listed firm is 37 to 76

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 0-2729 Security Program Review and Update

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
ADS System Safety Consulting, LLC						
Contract Type:		None				
<i>Subconsultants:</i>						
Sub Total						\$0
Guidepost Solutions, LLC						
Contract Type:		None				
<i>Subconsultants</i>						
Sub Total						\$0



June 7, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Overview

The Orange County Transportation Authority contracts with the County of Orange, Orange County Sheriff's Department to provide Transit Police Services. On July 13, 2020, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide these services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2021-22.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$11,133,059, for Transit Police Services, effective July 1, 2021 through June 30, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$21,739,395.

Discussion

The County of Orange, Orange County Sheriff's Department (OCSD), has provided Transit Police Services (TPS) for the Orange County Transportation Authority's (OCTA) patrons, employees, and properties since 1993. On July 13, 2020, OCTA's Board of Directors (Board) approved a cooperative agreement for five years with the OCSD to provide TPS.

The OCSD is required to annually develop a fiscal year (FY) budget for each of the five years in the contract. After the FY budget is developed, OCSD submits the budget to OCTA for review and concurrence. An amendment is then

required to increase the overall contract value to cover the cost of services for the FY. For FY 2021-22, OCTA requested no changes to the level of service provided by OCSD for TPS. The \$11,133,059 budget request represents an increase of 4.97 percent over the amount budgeted for FY 2020-21. The increase is associated with higher costs of benefits resulting from the negotiated labor contract for OCSD.

Services provided by OCSD are listed on Attachment A. In addition to these services, OCSD also provides countywide services such as the Hazardous Devices Squad, Special Weapons and Tactics team, Special Victims Unit, and the Orange County Intelligence Assessment Center. OCSD deputies assigned to TPS carry full police authorities, allowing them to conduct investigations and make misdemeanor and felony arrests. A cooperative agreement fact sheet is provided as Attachment B.

Fiscal Impact

Amendment No. 2 to Cooperative Agreement No. C-0-2330 is included in the OCTA Proposed FY 2021-22 Budget. \$10,685,102 is budgeted for fixed-route service, right-of-way rail support, and general services. There is also \$447,957 budgeted for special services, which includes patrol of OCTA-owned environmental mitigation properties, three explosive detection canine and bomb technician handler teams, transit security overtime for Visual Intermodal Prevention and Response (VIPR) and Anti-Terrorism-Anti-Crime (ATAC) to be utilized for high-security risk events. Patrol costs will be subsidized by Measure M2, and the canine units are funded with Transportation Security Administration grant funds. The VIPR and ATAC are funded with Transit Security Grant Program funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and the County of Orange, Orange County Sheriff's Department, in the amount of \$11,133,059 for the provision of Transit Police Services from July 1, 2021 through June 30, 2022, bringing the maximum contract obligation to \$21,739,395.

Attachments

- A. County of Orange, Orange County Sheriff's Department Services Provided
- B. County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-0-2330 Fact Sheet

Prepared by:



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Approved by:



Jennifer L. Bergener
Deputy Chief Executive Officer and
Chief Operating Officer, Operations
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Director, Contracts Administration and
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**County of Orange, Orange County Sheriff's Department
Services Provided**

The following services will be provided:

- Uniformed patrol and plainclothes enforcement at Orange County Transportation Authority (OCTA)-owned properties, on railroad rights-of-way, and on-board OCTA buses
- Response to calls for service as needed
- Traffic enforcement as it relates to the operation of fixed-route vehicles
- Special Enhancement Team for enhanced services: Homeless Liaison Officers, Anti-Terrorism Anti-Crime, Community Oriented Policing, and Visible Intermodal Prevention and Response Team
- Taxicab applicant review
- Specialized and internal investigations conducted as needed
- Security at OCTA Board of Directors meetings, public hearings, and special events as requested
- Coordinate with other transit security, local, state, and federal law enforcement agencies
- Participate in multi-agency drills on a local and regional level
- Coordination on security-related grant funding
- Other assistance available through this contract includes three explosive detection canines for hazardous device detection and other law enforcement services such as the Mounted Enforcement Unit
- Sheriff staff deployment to include:
 - One Lieutenant position serving as the Chief of Transit Police Services
 - Five Sergeant positions
 - One Investigator position
 - Twenty Deputy Sheriff II – Fixed-Route Enforcement positions; includes three canines with Bomb Technicians
 - Five Deputy Sheriff II – Right-of-Way Enforcement positions
 - One Office Specialist position

**County of Orange, Orange County Sheriff's Department
Cooperative Agreement No. C-0-2330 Fact Sheet**

1. July 13, 2020, the Board of Directors (Board) approved a five-year agreement, Cooperative Agreement No. C-0-2330. The original agreement was in an amount not to exceed \$10,596,947.
 - To provide security and law enforcement services for the Orange County Transportation Authority (OCTA) from July 1, 2020 to June 30, 2021. Each year of this agreement, the Orange County Sheriff's Department provides OCTA with a budget for the following fiscal year, and the maximum obligation is adjusted.
 - The following services were provided:
 - Uniformed patrol and plainclothes enforcement at OCTA-owned properties, on railroad rights-of-way, and on-board OCTA's buses
 - Response to calls for service as needed
 - Traffic enforcement as it relates to the operation of fixed-route vehicles
 - Special Enhancement Team for enhanced services: Homeless Liaison Officers, Anti-Terrorism Anti-Crime, Community Oriented Policing, and Visible Intermodal Prevention and Response Team
 - Taxicab applicant review
 - Specialized and internal investigations conducted as needed
 - Security at OCTA Board meetings, public hearings, and special events as requested
 - Coordinate with other transit security, local, state, and federal law enforcement agencies
 - Participate in multi-agency drills on a local and regional level
 - Coordination on security-related grant funding
 - Other assistance available through this contract includes three explosive detection canines for hazardous device detection and other law enforcement services such as the Mounted Enforcement Unit.
 - Sheriff staff deployment to include:
 - One Lieutenant position serving as the Chief of Transit Police Services
 - Five Sergeant positions
 - One Investigator position

- Twenty Deputy Sheriff II – Fixed-Route Enforcement positions; includes three canines with Bomb Technicians
 - Five Deputy Sheriff II – Right-of-Way Enforcement positions
 - One Office Specialist position
2. April 22, 2021, Amendment No. 1 to Cooperative Agreement No. C-0-2330, \$9,389, approved by the Contracts Administration and Materials Management Department.
- To add one patrol video system
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-0-2330, \$11,133,059, pending approval by the Board.
- To increase the maximum obligation for the second year of the five-year agreement. This amount includes:
 - \$11,133,059 for continued services with no staffing change, a 4.97 percent increase over fiscal year 2020-21.
 - Breakdown of increase: Wage, Benefit, and Other Direct Cost 4.93 percent, Special Services 0.04 percent
 - A provision for up to \$447,957 for Special Services.
 - \$89,528 for Special Enforcement
 - \$23,179 for Seasonal Law Enforcement
 - \$151,500 for Canine Units
 - \$60,000 for Mounted Enforcement Units
 - \$110,000 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$13,750 for Angels Express

Total committed to County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-0-2330: \$21,739,395.



June 7, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of January 2021 Through March 2021

Overview

Staff has prepared the Measure M2 quarterly progress report for the third quarter of fiscal year 2020-21, covering January 2021 through March 2021, as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance, which defines the requirements for implementing the Plan. Ordinance No. 3 (M2 Ordinance) designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but also adhering to numerous specific requirements and high standards of quality called for in the measure, as identified in the M2 Ordinance. The M2 Ordinance requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the OCTA Board of Directors (Board). The Board is also provided with individual project staff reports and overall reports on the status of various capital projects by the Capital Programs Division.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of January 1, 2021 through March 31, 2021 (Attachment A). The report includes project budget and schedule information as provided and reported in the Capital Action Plan. Information on the Local Fair Share and Senior Mobility Program payments made to cities during the quarter is also included.

Additionally, Attachment A includes a summary of the Program Management Office (PMO) activities that have taken place during the quarter. Two areas are highlighted below.

Market Conditions Forecast and Risk Analysis

At the Boards' direction, OCTA contracts with two local economists to monitor and analyze key early warning indicators affecting the construction market. The information is incorporated in a cost pressure index model to identify potential cost risk factors on M2 project delivery. The results of the fall analysis were presented to the Board on November 9, 2020. The report identified that OCTA may experience a low inflation cost environment (ranging negative two percent to one percent) during 2021 and 2022, followed by a more normal inflation cost environment in 2023 (ranging two to six percent).

During the quarter, the consultant team completed an update of the cost pressure index model through March 2021. The spring report indicated that OCTA could potentially experience a low inflationary cost environment (ranging negative two percent to one percent) during 2021, a minimal cost inflation (one percent to two percent) in 2022, followed by a more increasing cost environment in 2023 (ranging from six percent to 11 percent). Cost pressures have increased slightly in the most recent data and are primarily attributed to the economy reopening. Staff will continue to monitor market conditions and will provide updates to the Board as appropriate.

Next 10 Delivery Plan (Next 10 Plan)

Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs. On October 26, 2020, the 2020 M2 sales tax revenue forecast of \$11.6 billion was presented to the Board. This year-over-year decline of \$1.8 billion is attributed to the economic impacts of the coronavirus (COVID-19) pandemic and represents the lowest forecast since M2 inception. On December 14, 2020, the Board directed staff to pursue a financially prudent course of action with a proactive stance on project delivery. Given the fluidity of current events,

the Board directed staff to review fiscal year (FY) 2020-21 second-quarter sales tax revenue actuals to provide an additional financial data point prior to updating the Next 10 Plan. At the March 8, 2021 Board meeting, staff presented an update on sales tax collections through December 2020. The sales tax receipts did not materially impact the short- or long-term sales tax forecasts and reconfirmed the October 2020 forecast of \$11.6 billion.

The 2020 Next 10 Plan was presented to the Board on April 12, 2021. The update incorporated the reconfirmed \$11.6 billion sales tax revenue forecast, revised project and program cash flows, and included the fall market conditions forecast and risk analysis report. As a result of OCTA's strategic planning to date, the 2020 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the third quarter of FY 2020-21.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. Currently, while in year ten of the 30-year program, 13 project segments are complete, four are in construction, and another five are readying for construction. The remaining eight project segments are in various stages of project development.

Key freeway project highlights taking place this quarter are highlighted below.

- Interstate 5 (I-5) between State Route 73 (SR-73) to El Toro Road – An update on construction activities for all three segments of the I-5 between SR-73 and the El Toro Road Project was provided to the Regional Planning and Highways (RPH) Committee on March 1, 2021, and to the Board on March 8, 2021. All three segments are anticipated to complete construction by early 2025. (Project C and Project D)
- State Route 55 (SR-55) between Interstate 405 (I-405) and I-5 – In early December 2020, the California Transportation Commission awarded OCTA \$140 million in competitive SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program and SB 1 Local Partnership Program-Competitive funding. This infusion of external funding helped reduce the draw on M2 funds, temper the need for

additional bonding, and allowed OCTA to keep other M2 freeway projects on schedule as part of the 2020 Next 10 Plan. On January 11, 2021, the Board adopted two resolutions to formally accept the \$140 million. (Project F)

- State Route 57 (SR-57) Northbound between Orangewood Avenue and Katella Avenue – On March 8, 2021, the Board approved the release of a request for proposals for the preparation of plans, specifications, and estimates. Proposals were due on April 5, 2021, with design efforts anticipated to begin in early 2022. (Project G)
- I-405 between SR-73 and Interstate 605 – A quarterly project update was provided to the RPH Committee on January 4, 2021, and to the Board on January 11, 2021. During the quarter, the first halves of the new Fairview Road and Westminster Boulevard overcrossing bridges opened to traffic in January and February 2021, respectively. The full bridges are anticipated to be completed early next year. (Project K)
- Freeway Service Patrol (FSP) – On March 8, 2021, the Board awarded contracts for FSP services serving six areas in Orange County. OCTA contracts with private tow service firms to provide FSP services that comply with standard operating guidelines developed by the California Highway Patrol and OCTA. Through these contracts, the tow service firms provide assistance to motorists whose vehicles have become disabled on Orange County freeways and remove congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. (Project N)

Streets and Roads

Since 2011, approximately \$912 million has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs. To date, 419 project phases have been allocated through the streets and roads competitive funding programs. Of the 419 project phases, 288 phases, equating to nearly 70 percent, have been completed. Additionally, M2 provided \$149 million, a portion of the \$668.7 million total project cost, to grade-separate seven streets and rail crossings, leveraging the majority of the funds (\$519.7 million) from local, state, and federal sources.

- Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP) – During the quarter, staff reviewed the 2021 RCP and RTSSP call for projects (call) applications for eligibility, consistency, and adherence to guidelines and overall program objectives. Programming recommendations for 12 projects, totaling \$28.6 million, were presented to the RPH Committee on May 3, 2021, and to the Board on May 10, 2021. (Project O and Project P)

Transit

The M2 transit mode includes a number of programs designed to provide additional transportation options. M2 is the main funding source for Metrolink commuter rail service in Orange County and provides funding for rail station improvements and transit connections to extend the reach of the services.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van extension services connecting to Metrolink (\$483,133 to date), local community-based transit circulators and planning studies (\$41.9 million to date), and bus stop improvements (\$2.9 million to date). In parallel, M2 provides a set amount of annual funding to support three programs intended to meet the needs of seniors and persons with disabilities (\$88.1 million¹ to date). Key transit project activities taking place this quarter, along with updates, are highlighted below.

- **Anaheim Canyon Metrolink Station Improvements** – On March 22, 2021, the Board awarded the construction contract. The recommended firm's bid is 14.5 percent above the engineer's estimate. The engineer's analysis of the bids concluded that the higher bid may be attributed to several factors including the difficulty of construction due to site constraints, construction near an active railroad track, and high steel prices. Construction began in April 2021 and is anticipated to be completed by the end of 2022. (Project R)
- **OC Streetcar** – A quarterly update was provided to the Transit Committee on January 14, 2021, and to the Board on January 25, 2021. The update included information on the status of construction activities, vehicle manufacturing, and delivery. (Project S)
- **Community-Based Transit Circulators Program** – A ridership report was provided to the Transit Committee on January 14, 2021, and to the Board on January 25, 2021. In addition, the Board approved program revisions to address impacts related to COVID-19 by modifying the program's minimum performance requirements and service parameters to allow for the re-establishment of services. The Board also approved an annual escalation of funding within the programmed grant amount to account for inflationary adjustment. (Project V)

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the Senior Mobility Program Guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

Environmental Programs

The M2 Program includes two innovative programs, the Environmental Cleanup Program (ECP) with specific activity, and the Environmental Mitigation Program (EMP) with funding from the M2 Freeway Program. The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets biological impacts of freeway projects.

Since 2011, the ECP has allocated approximately \$51.4 million to local jurisdictions for 178 projects for trash removal devices (Tier 1), and 18 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that nearly 33 million gallons of trash have been captured since the inception of the program, which is the equivalent of filling nearly 78 football fields with one-foot deep of trash.

- The 11th Tier 1 call was released on February 8, 2021, in the amount of \$2.8 million. Applications were due on May 6, 2021, and programming recommendations are anticipated to be presented to the Board in late 2021. (Project X)

Additionally, the Board previously authorized \$55 million for the EMP to acquire conservation lands, fund habitat restoration projects, and develop the Natural Community Conservation Plan/Habitat Conservation Plan. OCTA has acquired more than 1,300 acres (Preserves) and funded 12 restoration projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary freeway program mitigation needs.

- On March 8, 2021, the Board approved a consultant to provide professional environmental support for the M2 EMP with various tasks related to freeway project permitting, the Preserves, and the restoration projects.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an established endowment. OCTA has made five deposits of approximately \$2.9 million annually into the endowment; the performance of the endowment fund may affect the time frame for full funding. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. As of March 31, 2021, the balance of the endowment was just over \$18 million.

Challenges

As with all major programs, challenges arise and need to be monitored and addressed. A few key challenges are highlighted below.

- The environmental phase of the I-5/El Toro Road Interchange Project was originally anticipated to be complete by the end of 2019; however, the lack of consensus on a project alternative has delayed the completion. Built into M2 is a promise that projects would be delivered in cooperation with local agencies. As such, efforts to reach a consensus have continued with the cities of Laguna Hills, Laguna Woods, and Lake Forest, the California Department of Transportation, and OCTA. In September 2020, an assessment was initiated to analyze all alternatives. The assessment is nearing completion and an update will be presented to the Board in the summer of 2021.
- The critical, complex right-of-way (ROW) activities for the SR-55 project between I-405 and I-5 are currently underway. These property rights are needed in order to advance the project into the construction phase and are being closely monitored as the target ROW certification date is August 2021.
- The OC Streetcar Project has faced many challenges, such as unforeseen utility conflicts and conditions, contaminated materials, construction quality control, and compliance, added oversight and approvals, and an extensive number of change requests. The project supplemental contingency has been drawn down more quickly than anticipated due to these challenges. On March 22, 2021, the Board approved an additional \$15.68 million for supplemental contingency funding. The Federal Transit Administration project management oversight consultant is performing a comprehensive project risk, cost, and schedule assessment, which is anticipated to be completed later this year.

From changes in sales tax revenue forecast and traffic patterns to transit ridership and administrative processes, the COVID-19 pandemic affected all elements of M2. To grant some flexibility and help local jurisdictions manage COVID-19 impacts, the Board has approved multiple adjustments, which are detailed in Attachment B.

While recent M2 sales tax forecast updates have been relatively optimistic, the extent of recovery to pre-pandemic revenue levels in FY 2021-22 remains unclear. To assist local jurisdictions with the transition back to the pre-pandemic maintenance of effort (MOE) benchmarks, on April 12, 2021, the Board directed staff to initiate an M2 Ordinance amendment. In June 2020, the Board amended the M2 Ordinance to revise MOE requirements for FY 2019-20 and FY 2020-21

in anticipation of near-term negative general fund revenue (GFR) growth due to COVID-19. For FY 2019-20, local jurisdictions reported actual MOE expenditures, which could be below the MOE benchmark. For FY 2020-21, local jurisdictions were given the option of meeting either the MOE benchmark or a proportional MOE calculation. The proportional calculation used the local jurisdictions' MOE benchmark compared to GFR, as reported in the local jurisdictions' FY 2018-19 Comprehensive Annual Financial Reports. This option allowed local jurisdictions to scale the MOE requirement with fluctuations in their GFR in FY 2020-21. On May 24, 2021, the Board amended the M2 Ordinance to extend the revised MOE requirement for FY 2020-21 through FY 2021-22.

Staff will continue to monitor all COVID-19 impacts and program challenges closely to ensure M2 remains deliverable as promised to voters.

Summary

As required by the M2 Ordinance, a quarterly report covering activities from January 2021 through March 2021, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachments

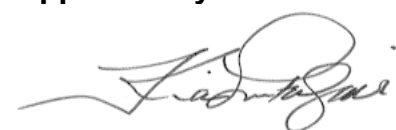
- A. Measure M2 Quarterly Progress Report, Third Quarter of Fiscal Year 2020-21, January 1, 2021 through March 31, 2021
- B. Measure M2 (M2) Adjustments Related to the Coronavirus (COVID-19) Pandemic

Prepared by:



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Approved by:



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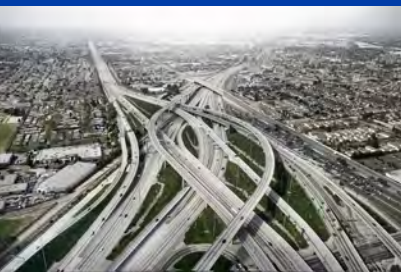


MEASURE M2 QUARTERLY PROGRESS REPORT

Third Quarter of Fiscal Year 2020 – 21
January 1, 2021 through March 31, 2021

Third Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary





MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by the M2 Ordinance No. 3, a quarterly report covering activities from January 1, 2021, through March 31, 2021, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, Measure M2 progress reports are presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.



The cover photo shows the installation of a debris separating baffle box, an advanced stormwater treatment system to capture trash, debris and other pollutants, in the City of Orange. This project is funded through the M2 Environmental Clean Up Program (Project X). The 11th Tier 1 call for projects was released in February 2021 to help improve overall water quality in Orange County from transportation-generated pollution.



MEASURE M2 PROGRESS REPORT

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COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Annual Eligibility Review	AER
Board of Directors	Board
Burlington Northern Santa Fe	BNSF
California Department of Fish and Wildlife	CDFW
California Department of Tax and Fee Administration	CDTFA
California Department of Transportation	Caltrans
California Transportation Commission	CTC
Capital Action Plan	CAP
Capital Investment Grant	CIG
Chief Executive Officer	CEO
Cost Estimate Review	CER
Congestion Mitigation and Air Quality	CMAQ
Design Standard Decision Document	DSDD
Draft Environmental Document	DED
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Federal Transportation Improvement Program	FTIP
Freeway Service Patrol	FSP
Full Funding Grant Agreement	FFGA
High Occupancy Vehicle	HOV
Interstate 15	I-15
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Los Angeles County Metropolitan Transportation Authority	LA Metro
Measure M2 or Renewed Measure M	M2
Memorandum of Understanding	MOU
Metrolink Service Expansion Program	MSEP
Notice to Proceed	NTP



COMMON ABBREVIATIONS

Next 10 Delivery Plan	Next 10 Plan
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Pacific Coast Highway	PCH
Plans, Specifications and Estimates	PS&E
Program Management Office	PMO
Project Development Team	PDT
Project Study Report	PSR
Ready to List	RTL
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Association of Governments	SCAG
State Route 133	SR-133
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Southern California Regional Rail Authority	SCRRA
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Trade Corridors Improvement Funds	TCIF
Transportation Infrastructure Finance and Innovation Act	TIFIA
United States Army Corps of Engineers	ACOE
United States Fish and Wildlife Service	USFWS
United States Department of Transportation	USDOT





MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



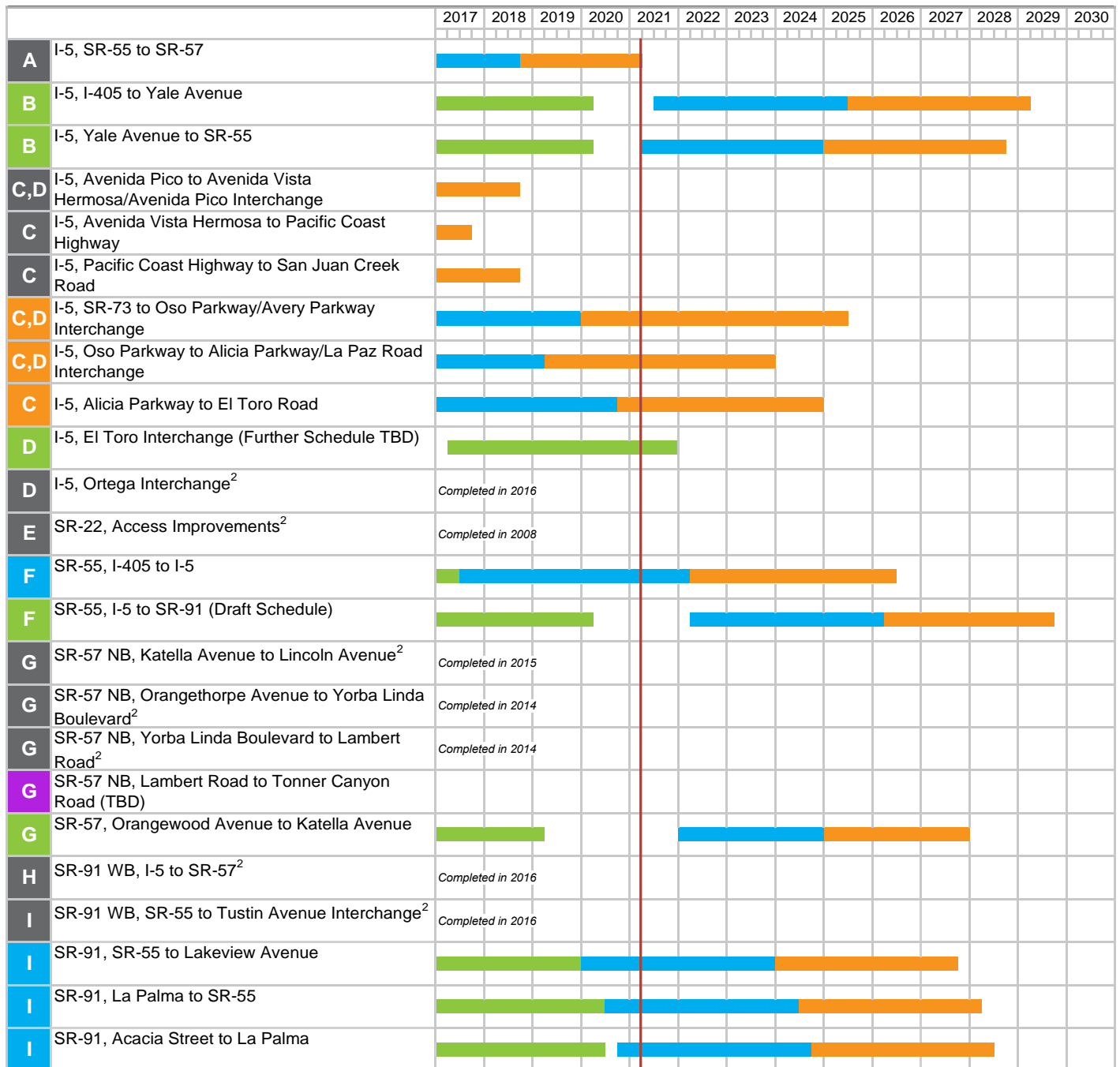
Design-Build



Construction



Complete



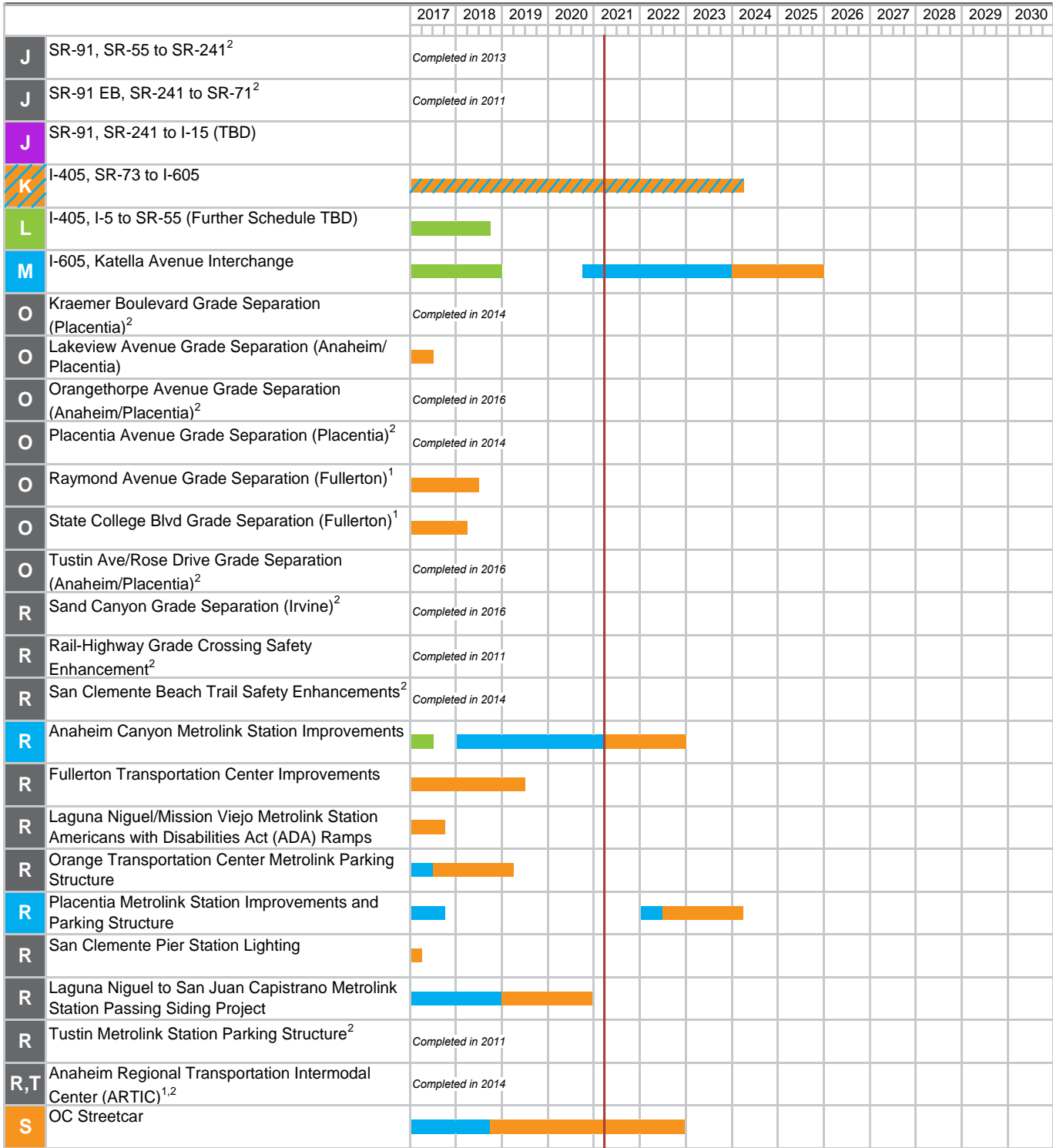
Project schedules are based on phase start dates. Shown schedules are subject to change.

¹ Projects managed by local agencies

² For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/#!/schedule>



MEASURE M2 PROJECT SCHEDULES



Project schedules are based on phase start dates. Shown schedules are subject to change.

¹ Projects managed by local agencies

² For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/#!/schedule>



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

This section discusses the risks and challenges related to Measure M2 and the updated Next 10 Delivery Plan (Next 10 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

Delivery Risk	Explanation	Proposed Action	
Financial			
1	The 2020 M2 revenue forecast is \$11.6 billion, which is a \$1.8 billion (13 percent) decrease from the 2019 M2 revenue forecast due to the coronavirus (COVID-19) pandemic. If sales tax revenues continue to be lower than projects, this will further challenge delivery.	COVID-19 added risk to the M2 program sales tax revenue. The latest \$11.6 billion revenue forecast represents the lowest forecast since M2 inception.	On March 8, 2021, staff provided the Board an update on M2 sales tax revenue through the second quarter (December 2020). The update confirmed that the receipts aligned with the \$11.6 billion forecast; this forecast will be incorporated in the 2020 Next 10 Plan.
2	Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments.	The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered.	OCTA will work closely with California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs.
3	Schedule and scope changes on critical capital projects impacting delivery and project costs.	Changes as a result of updated highway standards or issues identified in the field regularly impact scope, schedule, and costs.	OCTA will work closely with Caltrans and project contractors to limit changes in scope and schedule to a minimum.
4	Sustain Metrolink train service as an attractive alternative to driving in Orange County within the limits of available revenue.	Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with Burlington Northern Santa Fe (BNSF) are revised, and new air quality requirements are implemented. COVID-19 has introduced new risks as ridership and revenue has been greatly impacted in Orange County.	In September 2020, Metrolink adopted a Recovery Plan Framework to ensure the safety of passengers and employees and restore service in a post-COVID-19 environment. Metrolink received \$64.6 million in one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, which alleviated some concerns in the short-term. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.



MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
5 Potential for an increasing cost environment as M2 capital projects are readied for construction.	The spring update of the Next 10 Plan Market and Conditions Forecast and Risk Analysis reflects a low cost environment in 2021, a minimal rise in inflation in 2022, and a return to a normal inflationary increase in 2023. The economic impacts from COVID-19 may cause this to change during the Next 10 Plan delivery years.	The Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. Highway project construction bids in the region have continued to reflect a favorable market with a high number of bidders and competitive bids priced below the engineer's estimates. Recent steel and lumber product material pricing has increased significantly due to demand, production capacity, and supply chain issues. OCTA will continue to monitor bid results and market conditions affecting project costs.
Resource		
6 Substantial work underway in the region has resulted in significant demand for professional and skilled labor which can impact delivery given the volume of the M2 capital program.	The economic impacts of COVID-19 and its effects on unemployment may change the availability of key talent. If shortages continue, project delivery costs could rise, but if additional labor resources are available, it may temper costs and reduce delivery risk.	OCTA will monitor impacts of COVID-19 on the labor market as well as contractor reported COVID-19 cases. Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk. Staff is working with Caltrans to ensure resource needs are met.
7 New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a successful track record in operating various transportation systems including both a fixed- and demand-based bus network.	To ensure success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases. In addition, in September 2020, OCTA initiated a project to review the organizational structure of the Operations Division.
Regulatory		
8 Changing federal and statewide directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.



MEASURE M2 PROGRESS REPORT

Next 10 Delivery Plan ▼

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On November 14, 2016, the Board approved the Next 10 Plan, providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. With four years of the Next 10 Plan completed to date, on December 14, 2020, the Board approved to shift the timeframe of four years to span fiscal year (FY) 2020-21 through FY 2029-30.

Due to the uncertainty created by COVID-19, the 2020 preliminary M2 sales tax revenue forecast of \$11.6 billion was presented to the Board on August 24, 2020. With tax receipts for quarter four of FY 2019-20 received in September 2020, the final M2 sales tax forecast was presented to the Board on October 26, 2020. The M2 revenue forecast remained at \$11.6 billion. This represents a year-over-year decline of \$1.8 billion and the lowest forecast since M2 inception. The decrease in taxable sales is due to the cascading effects of COVID-19 on the economy. OCTA's conservative approach to financial planning has allowed for all M2 projects that are currently underway to continue as planned in FY 2020-21.

On December 14, 2020, staff presented three options for Board discussion and feedback on how to manage the impacts of the decreased M2 sales tax revenue forecast and revised project cost estimates. The Board directed staff to pursue a financially prudent course of action with a proactive stance on project delivery while remaining flexible, given the fluidity of current events. In addition, the Board directed staff to review FY 2020-21 second quarter financial information to provide an additional data point prior to presenting the updated Next 10 Plan, which is anticipated in spring 2021.

On March 8, 2021, staff provided an update to the Board on sales tax revenue information through December 2020. The data showed that sales tax collections remained consistent with the projections presented to the Board in October 2020 and that the total forecasted M2 sales tax revenues remained at \$11.6 billion.

Next 10 Plan Deliverables

Significant progress has been made on the Next 10 Plan deliverables, with projects completing construction, projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs. Staff will continue to monitor the impacts of the COVID-19 pandemic on the Next 10 Plan delivery commitments and will report to the Board as appropriate.

1. Deliver 14 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects or project segments (projects). As of December 2020, 12 of the 30 projects have been completed. Deliverable 1 has been updated to include 14 of the 18 remaining projects to be delivered (or underway) within the shifted Next 10 Plan timeframe. In January 2021, the I-5 project between SR-55 and SR-57 was completed. The remaining 13 projects included in Deliverable 1 are in or nearing design and construction.



For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- I-5, I-405 to Yale Avenue - Award contract for design services
- SR-55, I-405 to I-5 - Award contract for construction management support services
- SR-55, I-5 to SR-91 - Release request for proposals (RFP) for design services
- SR-57, Orangewood Avenue to Katella Avenue - Release RFP for design services

2. Prepare remaining freeway improvement projects for delivery (Projects A-M).

The four remaining project segments (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2030, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 Northbound from Lambert Road to Tonner Canyon Road), Project J (SR-91 between SR-241 and I-15), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated annually as part of the Next 10 Plan review. The next review of the Next 10 Plan is anticipated in fall 2021. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in their respective sections.

3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system, synchronize signals (Project O and P), and continue flexible funding to local jurisdictions to preserve the quality of streets or for use on other transportation needs, as appropriate (Project Q).

OCTA has awarded approximately \$426.4 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) through annual calls for projects (call). Additionally, approximately \$493.8 million in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On August 10, 2020, the Board authorized the 2021 call, providing up to \$30 million for both Project O (\$22 million) and Project P (\$8 million) in available M2 funds to support local streets and roads improvement projects throughout Orange County. Applications were due on October 22, 2020. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) Guidelines, projects will be prioritized for Board consideration in May 2021. Additionally, all seven bridges included in the OC Bridges program have been completed. For more details, see the project updates on [page 20](#).

Upcoming activities:

- Project O and P - Programming recommendations for the 2021 call



MEASURE M2 PROGRESS REPORT

4. Maintain Metrolink service and complete two rail station improvements (Project R).

In October 2019, three weekday intracounty round trips operating between Laguna Niguel/Mission Viejo and Fullerton were replaced with two round trips between Laguna Niguel/Mission Viejo (extended from Fullerton) into Los Angeles. Additional service changes were scheduled to be implemented in April 2020, however, due to COVID-19, they have been postponed until full service is reinstated.

In March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, which is down from the 54 daily trains operated prior to COVID-19. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identified two projects to be completed by 2030: Anaheim Canyon Metrolink Station Improvement Project (construction contract was awarded in March 2021) and Placentia Metrolink Station (is ready to begin construction, however, it is contingent on a BNSF construction and maintenance agreement being in place). For more details, see the project updates on [page 25](#).

Upcoming activities:

- Placentia Metrolink Station - Advertise for construction

5. Complete construction, secure vehicles, begin operating the OC Streetcar, and work with local jurisdictions to consider recommendations from planning studies to guide development of future high-quality transit connections (Project S).

OC Streetcar

With strong Federal Transit Administration (FTA) support for the project, a full funding grant agreement (FFGA) was executed in November 2018 providing OCTA with \$149 million in federal funding to support the project. The OC Streetcar construction contract was executed and a notice to proceed was issued on March 4, 2019 as well as the vehicle manufacturing contract. Activities this quarter included construction of the maintenance and storage facility (MSF), utility relocation, hand digging of the overhead contact system (OCS) pole foundations, and track installation on Bristol Street in the City of Santa Ana. The first six vehicles are in static and dynamic testing and the remaining two vehicles are in various stages of production. Construction is anticipated to be completed in 2023. See [page 29](#) for more information.

Bristol Street Transit Corridor Study

The study is focused on Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro) and connections to John Wayne Airport and the Santa Ana Regional Transportation Center. This quarter, the team completed the technical evaluation of the four bus alternatives and provided the draft evaluation report to OCTA for review. Staff reviewed the draft report and provided additional comments. The final evaluation report is anticipated to be completed in spring 2021.



MEASURE M2 PROGRESS REPORT

6. Support expanded mobility choices for seniors and persons with disabilities (Project U).

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since 2011, these three programs have provided approximately \$88.1 million¹. The SMP provides funding for local transportation services to participating cities in Orange County. Participating cities design and implement transit service that best fit the needs of older adults (age 60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. See [page 31](#) for more information.

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

7. Work with local agencies to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services (Project V).

Since inception, OCTA has approved 35 projects and ten planning studies totaling approximately \$52 million through four calls. The most recent Project V call was programmed by the Board on April 13, 2020. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. Currently, three services are active, with the remaining services suspended (or not initiated) as a result of the COVID-19 pandemic. As the State gradually reopens and social distancing requirements are lifted, local agencies have suggested that services may be reinitiated by mid-2021. During this quarter, the Board approved changes to the Project V program guidelines in order to better support these key community services in a post COVID-19 environment. Key revisions included modifying minimum performance standards and allowing for escalation in the subsidy per boarding and annual fiscal year funding caps.

Staff continues to work with local agencies through letters of interest requests, workshops, CTFP Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation, especially in light of the COVID-19 pandemic. For additional details and information on current program performance and service, see [page 32](#).

8. Continue to improve the top 100 busiest transit stops to enhance the customer experience (Project W).

Through three calls, the Board has approved \$3.1 million to improve 114 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger related amenities. To date, 43 improvements funded through the first call have been completed and the remaining 71 improvements funded through the second and third round call are in various stages of implementation. See [page 33](#) for more information.



MEASURE M2 PROGRESS REPORT

9. Ensure the ongoing preservation of purchased open space, which provides comprehensive mitigation of the environmental impacts of freeway improvements and higher-value environmental benefits in exchange for streamlined project approvals (Projects A-M).

The Freeway Environmental Mitigation Program includes seven conservation properties (Preserves) totaling more than 1,300 acres and 12 restoration projects covering about 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the Environmental Mitigation Program, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. OCTA makes annual endowment deposits of approximately \$2.9 million. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. As of March 31, 2021, the balance of the endowment was \$18,216,874. For more details, see the project updates on [page 34](#).

10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs to prevent the flow of trash, pollutants and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (ECP) (Project X).

In May 2010, the Board approved a two-tier approach to fund Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has approved \$27 million in funding for 189 Tier 1 projects through ten calls and \$27.9 million for 22 Tier 2 projects through two calls.

The 11th Tier 1 call was released on February 8, 2021, in the amount of \$2.8 million. Applications are due on May 6, 2021, with programming recommendations anticipated to be presented to the Board in late 2021. Staff will continue to analyze revenues for future calls and is currently assessing the timing of a future Tier 2 call. For more details, see the project updates on [page 34](#).

Upcoming activities:

- Project X – Programming recommendation for the 11th Tier 1 call

FREeways

INTERSTATE 5 (I-5) PROJECTS ▼

Segment: I-5, SR-55 to SR-57

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT A

Summary: This project added a second high-occupancy vehicle (HOV) lane in both directions along I-5 between SR-55 and SR-57 for approximately three miles in the City of Santa Ana. Construction began on February 20, 2019 and opened to traffic in August 2020. The project was officially completed on January 6, 2021 and plant establishment is anticipated to be complete in May 2021.

I-5, I-405 to SR-55 is one project broken into two segments in early 2020. The Final Environmental Document (ED) was approved on January 7, 2020. The Design Standard Decision Document (DSDD) was approved on February 19, 2020 and the Final Project Report was approved on February 28, 2020.

Segment: I-5, I-405 to Yale Avenue

Status: Environmental Phase Complete; Design Proposals Under Review

Contact: Rose Casey, Capital Projects • (714) 560-5729

PROJECT B

Summary: The I-5, I-405 to Yale Avenue (Segment 1) project will add an additional general purpose lane in both directions, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The RFP for consultant final design services was released on December 14, 2020 and closed on January 21, 2021. Staff is reviewing the proposals and will present a consultant recommendation to the Board in spring 2021. The design of this project is anticipated to begin in mid to late 2021.

Segment: I-5, Yale Avenue to SR-55

Status: Environmental Phase Complete; Design Contract Awarded

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The I-5, Yale Avenue to SR-55 (Segment 2) project will add an additional general purpose lane in both directions, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The Board approved the RFP release for consultant final design services on June 22, 2020 and awarded the contract on November 9, 2020. The design of this project is anticipated to begin in spring 2021.

FREWAYS

PROJECT C AND PART OF PROJECT D

I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments.

Segment: I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This segment added a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) for approximately 2.5 miles in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 31, 2017, and the one-year plant establishment period for this segment was completed in May 2018.

Segment: I-5, Avenida Vista Hermosa to Pacific Coast Highway

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This segment added a carpool lane in each direction of I-5 between Avenida Vista Hermosa and PCH for approximately 2.5 miles in the City of San Clemente, and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek Road were opened to traffic on March 13, 2018. The project was officially completed on July 31, 2017, and the one-year plant establishment period for this segment was completed in May 2018.

Segment: I-5, Pacific Coast Highway to San Juan Creek Road

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This segment added a carpool lane in each direction of I-5 between PCH and San Juan Creek Road for approximately 2.5 miles in the cities of Dana Point, San Clemente, and San Juan Capistrano. Project improvements also reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began in March 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 3, 2018, and the one-year plant establishment period for this segment was completed in March 2019.

FREWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments in early 2018. With a cost estimate for this project of \$557.11 million, the project was above the \$500 million threshold for a “Major Project” designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop. A CER was conducted by the FHWA, Caltrans, and OCTA in February 2018 and resulted in an estimated project cost of \$612.6 million. The OCTA cost estimate for the three segments is currently \$577.1 million.

Segment: I-5, SR-73 to Oso Parkway/Avery Parkway Interchange

Status: Construction Underway - 34% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The improvements include the addition of a 2.2-mile general purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). The project was awarded on December 19, 2019, and the first working day was March 10, 2020. This quarter, the contractor completed removal of the easterly segment of the existing Avery Parkway bridge and began pile driving for the new segment of the bridge. The contractor continued work on several retaining walls in both northbound and southbound directions and began work on temporary ramp metering and fiber optic installation. In addition, Caltrans and OCTA have continued coordinating utility work with San Diego Gas and Electric.

Segment: I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange

Status: Construction Underway - 44% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Mission Viejo, Laguna Hills, and Lake Forest. The improvements include the addition of a 2.6-mile general purpose lane in each direction and the reconstruction of the La Paz Road Interchange (Part of Project D). The construction contract was awarded on April 4, 2019, and the first working day was May 29, 2019. This quarter, the contractor continued construction of several retaining walls in both directions, grading of slopes on northbound I-5, and completion of the new bridge deck structure for the northbound La Paz bridge on-ramp. In addition, the contractor began pile driving for the new northbound off-ramp bridge structure at La Paz Road over the railroad. Staff also continued coordination of the service contract with Southern California Regional Rail Authority (SCRRA)/Metrolink.

Segment: I-5, Alicia Parkway to El Toro Road

Status: Construction Underway - 3% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, and Lake Forest. The improvements include extension of the second HOV lane between El Toro Road and Alicia Parkway in both northbound and southbound directions. The construction

FREeways

contract was awarded on September 23, 2020 and the first working day was January 4, 2021. This quarter, the contractor completed clear and grub activities, relocated electrical facilities at various ramps and completed installation of temporary fiber optic facilities. Staff also continued coordination with Southern California Edison for the relocation of their existing facilities and with Caltrans on right-of-way (ROW) and utility relocations.

PROJECT D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and El Toro Road. Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are included and discussed as part of the respective segments in Project C.

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: Construction began in February 2013 to reconstruct the SR-74 Ortega Highway Bridge over I-5 and improve local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. All lanes on the new bridge were opened to traffic on September 4, 2015. A dedication ceremony was held on October 1, 2015. The project was officially completed on January 15, 2016.

Segment: I-5, El Toro Interchange

Status: Environmental Phase In Review

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans is the lead in the environmental phase of this project, which includes the study of four build alternatives that consider modifications to the existing interchange, ranging from an I-5 southbound direct connector to El Toro Road to modifications to how existing on- and off-ramp intersections operate. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, who are direct stakeholders of the project improvements. The study began in April 2017 and the Draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019, however without the cities' consensus, OCTA does not support finalization of the document. OCTA requested Caltrans put completion of the ED on hold until the consultant retained by OCTA provides further assessment of the alternatives to help facilitate reaching an agreement. The project kick-off meeting was held on September 16, 2020. Major activities this quarter include continued study of the alternatives for traffic, ROW, geometric and cost estimates. The City of Lake Forest also proposed a new alternative which would impact the southeast corner of the project study area. The draft final alternatives assessment was completed this quarter, however with the addition of the new alternative, a revised draft final alternatives assessment study is now anticipated to be completed in spring 2021.



FREeways

STATE ROUTE 22 (SR-22) PROJECTS ▾

PROJECT E

Segment: SR-22 Access Improvements

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: Completed in 2008, Project E made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove to reduce freeway and street congestion in the area. This M2 project was completed early as a “bonus project” provided by the original Measure M (M1).

STATE ROUTE 55 (SR-55) PROJECTS ▾

PROJECT F

Segment: SR-55, I-405 to I-5

Status: Design Phase Underway - 99% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will widen SR-55 between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. The improvements will include a four-mile general purpose lane and a second HOV lane in both directions between the I-405 and I-5. Auxiliary lanes will be added and extended in some segments within the project limits. Through a cooperative agreement, Caltrans and OCTA's consultant initiated the design together and on April 29, 2020, the 100 percent design was submitted. The cooperative agreement was subsequently revised to transfer the Supplemental Fact Sheet task from Caltrans to OCTA. The final Supplemental Fact Sheet and final design approval are anticipated in May 2021. Due to complex ROW challenges, ROW certification is anticipated to be completed by August 2021 with construction beginning in early 2022.

On December 3, 2020, the California Transportation Commission awarded \$140 million in SB 1 (Chapter 5, Statutes of 2017) competitive funds to OCTA for the construction phase of this project. On January 11, 2021, the Board approved the revised estimate at completion of \$505 million which includes \$161.4 million in federal funds, \$80.9 million in M2 funds and \$80 million in state funds through the 2018 State Transportation Improvement Plan (STIP). In addition, Caltrans has committed \$42.7 million in State Highway Operation and Protection Program funds. During the quarter, the Board approved six resolutions of necessity and a cooperative agreement with SCRRA for construction support services.



FREWAYS

Segment: SR-55, I-5 to SR-91

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied approximately 7.5 miles of SR-55 between I-5 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The environmental study looked at the addition of one general purpose lane in each direction between SR-22 and I-5 and operational improvements between SR-22 and SR-91.

The environmental phase of the project was completed with the approval of the DSDD, the Final ED, and the Final Project Report on March 30, 2020. Release of the RFP for final design services is anticipated in mid to late 2021.

STATE ROUTE 57 (SR-57) PROJECTS ▼

Segment: SR-57 Northbound, Katella Avenue to Lincoln Avenue

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity and improved operations on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim with the addition of a new three-mile general purpose lane, on- and off-ramp improvements, and soundwalls. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The project opened to traffic on November 19, 2014 and was completed on April 21, 2015.

PROJECT G



Segment: SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity and improved operations on northbound SR-57 with a new 2.5-mile northbound general purpose lane between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton. In addition to the new lane, capital improvements included reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The project opened to traffic on April 28, 2014 and was completed on November 6, 2014.



FREEWAYS

Segment: SR-57 Northbound, Yorba Linda Boulevard to Lambert Road

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new 2.5-mile northbound general purpose lane between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The project opened to traffic on September 23, 2013 and was completed on May 2, 2014.

Segment: SR-57 Northbound, Lambert Road to Tonner Canyon Road

Status: Schedule TBD

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans previously completed a Project Study Report/Project Development Support document for the Lambert Road to Tonner Canyon Road segment, which would add a northbound truck-climbing lane (approximately 2.5 miles) in the City of Brea. The project will require coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the Orange County/Los Angeles County line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019 and is anticipated to be completed at the end of 2021. Phase 2, which is the mainline improvement, was initially approved for STIP funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.

Segment: SR-57 Northbound, Orangewood Avenue to Katella Avenue

Status: Environmental Phase Complete; RFP for Design Consultant Services Initiated

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a new one-mile northbound general purpose lane on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The northbound general purpose lane would join the northbound general purpose lane, which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. The Final ED and final project report were approved on March 29, 2019. This project was approved by the Board in the 2019 Next 10 Plan to advance through construction. On March 8, 2021, the Board approved the final design cooperative agreement with Caltrans and released the RFP for consultant final design services. Proposals are due in spring 2021 and final design services are anticipated to begin in early 2022.



FREWAYS

STATE ROUTE 91 (SR-91) PROJECTS ▾

Segment: SR-91 Westbound, I-5 to SR-57

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT H

Summary: This project increased capacity in the westbound direction of SR-91 by adding an additional 4.5-mile general purpose lane in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The project was opened to traffic on March 7, 2016 and was completed on June 23, 2016.

Segment: SR-91, SR-55 to Tustin Avenue Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT I

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim in the approximately two-mile area. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The project was opened to traffic on May 14, 2016 and was completed on July 15, 2016.

SR-91, between SR-55 and SR-57 is one project broken into three segments in late 2020. The Final ED was approved on June 22, 2020. The DSDD and the Final Project Report were both approved on June 24, 2020. This project will be funded with 91 Express Lanes excess revenue.

Segment: SR-91, SR-55 to Lakeview Avenue

Status: Design Phase Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The SR-91, SR-55 to Lakeview Avenue (Segment 1) project will provide westbound operational improvements which include realignment of the existing westbound SR-91 on- and off-ramps, addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The design of this project was initiated on March 30, 2020. This quarter, the design team submitted the 35 percent structures design which received approval at the type selection meeting, and continued work on geometric design and the 65 percent roadway design.

FREEWAYS

Segment: SR-91, La Palma Avenue to SR-55

Status: Design Phase Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The SR-91, La Palma Avenue to SR-55 (Segment 2) project will provide an additional eastbound general purpose lane, replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges. The design of this project was initiated on June 17, 2020. This quarter, the design team continued work on geometric design, utility coordination, and obtaining the environmental permit for geotechnical borings.

Segment: SR-91, Acacia Street to La Palma Avenue

Status: Design Phase Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The SR-91, Acacia Street to La Palma Avenue (Segment 3) project will provide westbound operational improvements by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This quarter, the design team worked on obtaining permits, performing surveys, collecting existing information, and developing geometric design.

Segment: SR-91, SR-55 to SR-241

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT J

Summary: This segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. Completion of this project in March 2013 meant a total of 18 lane miles were added to SR-91 since December 2010. The project opened to traffic in December 2012 and was completed on March 5, 2013.

FREEWAYS

Segment: SR-91, SR-241 to SR-71

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This segment added six miles through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71. The project improves mobility and operations by reducing traffic weaving from traffic exiting at SR-71 and Green River Road. An additional eastbound lane on SR-91 was added and all existing eastbound lanes and shoulders were widened. The project opened to traffic on December 2, 2010 and was completed January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: SR-91, SR-241 to I-15

Status: Riverside County Transportation Center's (RCTC) Design-Build - Initial Phase Complete on March 20, 2017; Alternatives Analysis Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project adds one general purpose lane (bringing the total to six lanes in each direction) on SR- 91 between SR-241 and I-15. Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires constructing the improvements under multiple segments to coordinate improvements and to capitalize on available funding. While the portion of this project between SR-241 and the Orange County/ Riverside County line is part of OCTA's OC Go Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC has been developing the 91 Corridor Operation Project, which began construction in late 2020 and is anticipated to be completed in late 2021. In addition, OCTA and RCTC will be jointly conducting a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. In May 2020, the consultant team began work on the SR-91, SR-241 to SR-71 eastbound geometric and design alternatives analysis. The consultant conducted a value analysis workshop where various stakeholders provided feedback on conceptual alternatives. A final alternatives analysis report is anticipated to be completed by August 2021.

FREWAYS

INTERSTATE 405 (I-405) PROJECTS ▼

PROJECT K

Segment: I-405, SR-73 to I-605

Status: Design-Build Underway - 59% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: OCTA and Caltrans are working together to widen I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster in the approximately 16-mile project area. These improvements will add one general purpose lane and a second lane to be combined with the existing HOV lane to provide a dual express lanes facility, and also improve the local interchanges along the corridor from SR-73 to I-605.²

During the quarter, work continued on ROW acquisition, utility coordination, public outreach, installation of drainage systems, retaining walls, paving, and bridge construction. Design is substantially complete with the review of various design and construction submittals ongoing. OCTA's toll lanes system integrator is under contract and working with OCTA and the design-builder. Construction on one-stage bridges (closed during construction) continued at Edinger Avenue, Edwards Street, and Talbert Avenue. Two-stage bridges (partially closed but allow throughway traffic during construction) at Bolsa Chica Road, Fairview Road, Goldenwest Street, Magnolia Street, and Westminster Boulevard are also underway. In addition to one- and two-stage bridges, construction to widen the existing freeway bridges on the Beach Boulevard/Bolsa Avenue railroad crossing, old Navy railroad crossing, and at the Harbor Boulevard and Santa Ana River bridges are ongoing. The construction of the Heil Street pedestrian overcrossing is also underway. Public outreach, through virtual neighborhood meetings, continues to be held to discuss construction activities. Construction is anticipated to be completed in early 2024.

²The general purpose lane portion of the project is an M2 project and will be funded by a combination of local, state, and federal funds. The express lanes portion of the project is financed and paid for by those who choose to pay a toll and use the 405 Express Lanes.

Segment: I-405, I-5 to SR-55

PROJECT L

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of general purpose lanes for approximately 8.5-miles along the I-405 corridor between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in each direction. The final ED and final project report were completed in August 2018. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.



FREEWAYS

INTERSTATE 605 (I-605) PROJECTS ▼

Segment: I-605, Katella Interchange Improvements

Status: Design Phase Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

PROJECT M

Summary: This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements will include enhancements at the on- and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The design of this project was initiated on December 28, 2020. This quarter, the design team worked on obtaining permits, performing surveys, collecting existing information, and developing geometric design.

FREEWAY SERVICE PATROL ▼

Status: Service Ongoing

Contact: Cliff Thorne, Operations • (714) 560-5975

PROJECT N

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled on Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 14,812 services³. Since June 2012, FSP has provided a total of 595,841³ services on the Orange County freeway system.

³Service calculations are based on all services provided as FSP is funded by M2 and external sources.

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM ▼

Status: 2021 Call Applications Under Review

PROJECT O

Contact: Joseph Alcock, Planning • (714) 560-5372

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, 155 projects totaling more than \$319 million including \$24 million in external funding, have been awarded through ten calls by the Board. On August 10, 2020, the Board approved the release of the 2021 call. Applications were due on October 22, 2020 and programming recommendations are anticipated to go to the Board for approval in May 2021.

OC Bridges Railroad Program

This program built seven grade separations (either under or over passes) where high-volume streets are impacted by freight trains along the BNSF Railroad in north Orange County. With all seven grade separations open to traffic, an OC Bridges completion ceremony was held on October 24, 2017. On July 13, 2020, the Board approved program closeout and budget adjustment to \$667.7 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects. Minor activities this quarter include continued work on the closeout of two projects.

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Kraemer Boulevard grade-separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the cities of Anaheim and Placentia. Construction began in January 2012 and opened to public traffic on June 28, 2014. Construction acceptance was obtained by the cities of Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.



STREETS AND ROADS

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Lakeview Avenue grade-separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began in March 2014 and opened to public traffic on June 6, 2017. Construction acceptance was obtained from the cities of Anaheim and Placentia in June 2018. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty on some constructed items. The one-year warranty was extended to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Orangethorpe Avenue grade-separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing in the cities of Anaheim and Placentia. Construction began in April 2013 and was opened to public traffic on June 23, 2016. Construction acceptance was obtained from the cities of Anaheim and Placentia on October 2016. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to June 2019 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Placentia Avenue grade-separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began in January 2012 and opened to public traffic on March 12, 2014. Construction acceptance was obtained from the cities Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.

STREETS AND ROADS

Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Raymond Avenue grade-separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began in May 2014 and opened to public traffic on October 2, 2017. Construction acceptance was obtained from the City of Fullerton in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Activities this quarter include project closeout with BNSF and processing final invoices. Funding reimbursement and closeout are ongoing.

Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at State College Boulevard grade-separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began in May 2014 and opened to public traffic on November 1, 2017. Construction acceptance was obtained from the City of Fullerton in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Activities this quarter include processing final invoices. Funding reimbursement and closeout are ongoing.

Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Tustin Avenue/Rose grade-separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began in April 2013 and opened to public traffic on December 7, 2015. Construction acceptance was obtained from the cities of Anaheim and Placentia in October 2016. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

Status: 2021 Call Applications Under Review

Contact: Anup Kulkarni, Planning • (714) 560-5867

PROJECT P

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further enhance the efficiency of the street grid and reduce travel delay.

To date, OCTA and local agencies have synchronized more than 3,000 intersections over more than 772 miles of streets (89 completed projects). Through ten calls, 101 projects totaling more than \$107.4 million have been awarded. Overall, OCTA has funded 120 projects totaling more than \$132.3 million, including \$25.5 million in leveraged external funding.

On August 10, 2020, the Board approved the release of the 2021 call. Applications were due on October 22, 2020 and programming recommendations are anticipated to go to the Board for approval in May 2021.

LOCAL FAIR SHARE ▼

Status: Ongoing

Contact: Ben Torres, Finance • (714) 560-5692

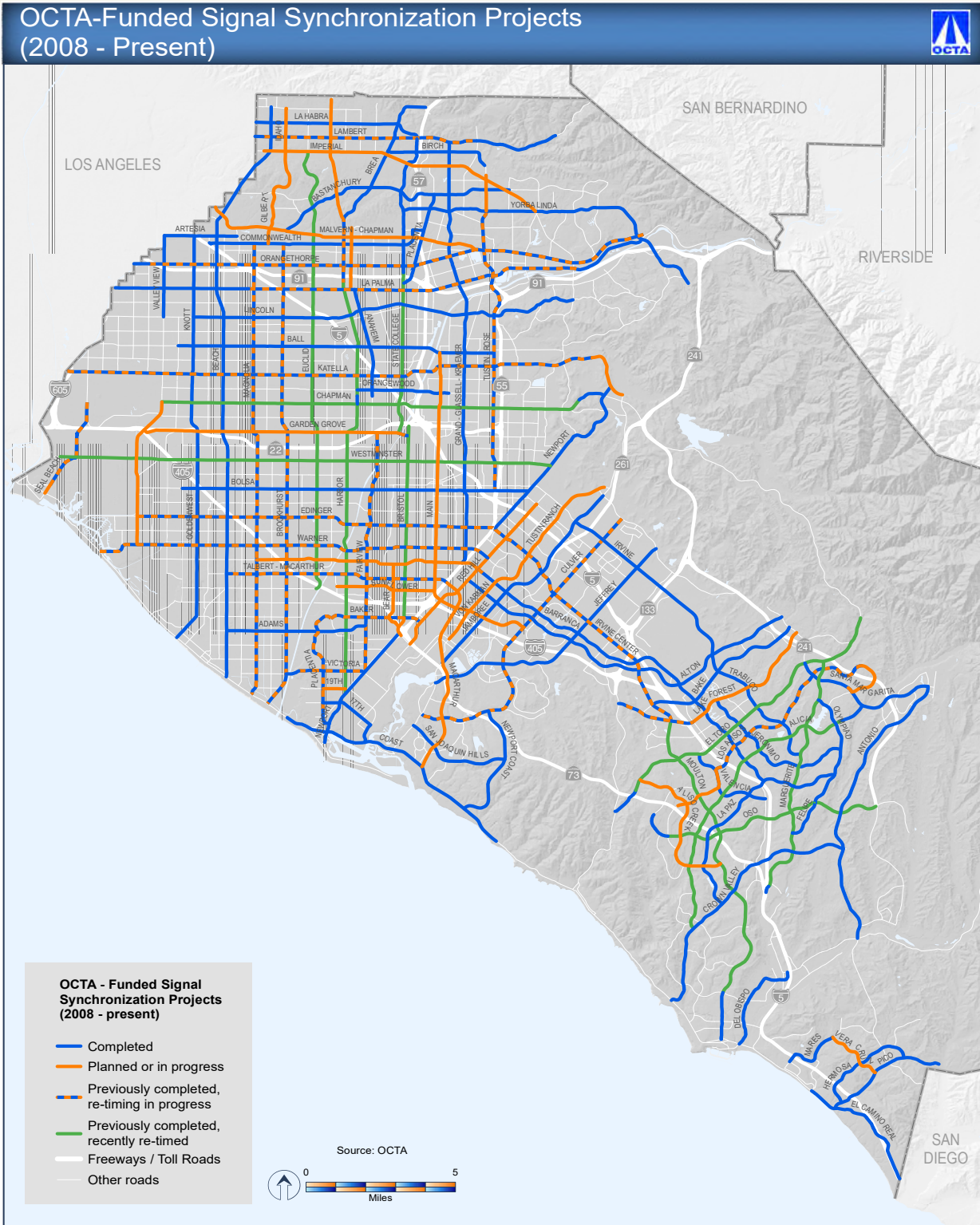
PROJECT Q

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local agencies are reviewed to determine eligibility to receive M2 funds. All local agencies have been found eligible to receive LFS funds. On a monthly basis, 18 percent of net revenues are allocated to local agencies by formula. Since 2011, approximately \$493.8 million in LFS payments have been provided to local agencies as of the end of this quarter.

See [pages 51-52](#) for funding allocation by local agency.



STREETS AND ROADS





HIGH FREQUENCY METROLINK SERVICE ▼

PROJECT R

Project R will increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County line. The program provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. This program also includes funding for grade crossing improvements at high volume arterial streets which cross Metrolink tracks.

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

Contact: Jennifer Bergener, Operations • (714) 560-5462



Summary: Enhancements at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, that eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones within their communities.

Project: Metrolink Service Expansion Program

Status: Service Ongoing

Contact: Dinah Minter, Operations • (714) 560-5740

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between the cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.

In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. However, in March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, a 24 percent reduction from 54 daily trains. Once ridership recovers following the pandemic, Metrolink and OCTA will reassess the service needs in Orange County and reinstate various trains.



Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on [pages 53-57](#).

Segment: Anaheim Canyon Metrolink Station Improvements

Status: Construction Contract Awarded

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This OCTA-led project will include the construction of a second main track and platform, lengthening of the existing platform, and improvement of pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The project was advertised on October 26, 2020 and the Board awarded the contract on March 22, 2021. Construction of the project is anticipated to begin in April 2021 and completed in late 2022.

Segment: Fullerton Transportation Center Improvements

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: Completed early on, a new five-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This city-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project, which was completed May 1, 2019.

Segment: Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: The Laguna Niguel/Mission Viejo station accessibility improvements project was completed in September 2017. Improvements included new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction acceptance from the cities was obtained on September 20, 2017.

TRANSIT

Segment: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: This project includes a 608-space, five-level, shared use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017 and was completed on February 15, 2019. A dedication ceremony was held on February 19, 2019.

Segment: New Placentia Metrolink Station and Parking Structure

Status: Design Complete; Ready for Advertisement subject to BNSF construction and maintenance agreement

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes the City of Placentia will contribute towards the cost. The station will include platforms, parking, a new bus stop, and passenger amenities. OCTA is the lead agency for design and construction of the project. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. BNSF will be the lead on the rail construction. Design plans for the station are complete and will be ready to advertise for bidding once a construction and maintenance (C&M) agreement with BNSF is in place. Due to the dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.

Segment: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: This project was completed on March 17, 2017, and project closeout was completed in the same month. OCTA was the lead agency for design and installation of this project, which added lighting to the existing platform and new decorative handrails at the San Clemente Pier Station.





TRANSIT

Additional rail corridor improvements include: completed Control Point project at Fourth Street in the City of Santa Ana, which provides rail operational efficiencies; completed Positive Train Control implementation, which improves rail safety by monitoring and controlling train movement; continued with ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek (ROW acquisition is in progress); completed the Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability; replacement of stairs at the Fullerton Transportation Center; and continued implementation of video surveillance systems.

Segment: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014, and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. The project has been completed and construction acceptance was obtained from the City of Irvine on January 15, 2016. The project completed the one-year warranty period and no repairs were identified. The project closed out in January 2017.

Segment: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: This early completion project provided additional parking at the Tustin Metrolink Station to meet requirements associated with MSEP by constructing a new four-story parking structure with approximately 735 spaces and on-site surface parking. The parking structure was opened to the public on September 22, 2011.

Segment: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: The project added approximately 1.8 miles of new passing siding railroad track adjacent to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019 and was completed on November 17, 2020.



TRANSIT

TRANSIT EXTENSIONS TO METROLINK ▼

To broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program which allows cities to apply for funding to connect passengers to their final destination via transit extensions. There are currently two categories for this program: a fixed guideway program (streetcar) and a rubber tire transit program.

Project: OC Streetcar

PROJECT S

Status: FFGA Executed November 30, 2018; Construction and Utility Relocation Work Ongoing, Vehicle Production Underway, Operations and Maintenance Contract Pending Execution.

Contact: Ross Lew, Rail • (714) 560-5775
Cleve Cleveland, Rail • (714) 560-5535

Summary: The OC Streetcar will serve the Santa Ana Regional Transportation Center through downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. At the request of the two cities, OCTA is serving as the lead agency for the project.

During the quarter, several significant milestones were completed in the Pacific Electric ROW, including completion of retaining walls to support bridge approaches and restoration of sidewalks and medians on Westminster Avenue. Work continued at the MSF including construction of on-site utilities, installation of the storm drainage infiltration basin, placement of slab concrete for both the main and the vehicle wash buildings, construction of the wheel-truing pit and the service and inspection pits, and installation of the perimeter block walls. The MSF construction has experienced some delays due to design of cathodic and stray current protection and procuring materials. Construction of westbound embedded track on Santa Ana Boulevard between Bristol Street and Raitt Street and between Parton Street and French Street in the City of Santa Ana are ongoing. Other activities in the city streets include continued installation of OCS and traffic signal pole foundations, and the reconstruction of impacted sidewalks and curb ramps.

All eight S700 vehicles are in various stages of production. The first six vehicles are currently undergoing static and dynamic testing. Static testing is when the vehicle is stationary inside the facility to verify functionality of components in a controlled environment. Dynamic testing is performed on the test track while the vehicle is in motion. Dynamic testing allows the vehicle manufacturer to observe the functional behavior of the vehicle, monitor system functionality and performance in vehicle operation, and verify response time. This testing process usually takes approximately two months to verify component and system functionality. The remaining two cars, Cars 7 and 8, are in equipping and final assembly and are anticipated to begin static and dynamic testing in spring 2021. The vehicle manufacturer submitted a revised master schedule to reflect current progress of production and to propose a revised vehicle completion date which is currently under review. Staff coordinated with the operations and maintenance contractor on timing for the execution of the contract and the potential for a limited notice to proceed while the project completion date is being evaluated. Staff is also in negotiations regarding vehicle storage options to align the project infrastructure that is needed to accept and test the vehicles.



TRANSIT

In March 2021, the Board approved the use of approximately \$15.7 million in additional funding to supplement the project contingency. Due to outstanding project risks and challenges encountered, a revised project cost and updated schedule is currently under review. Staff will present results of the FTA's risk analysis to the Board in late 2021 as well as propose recommendations for cost and schedule adjustments needed to complete the project.

- Project:** Bus and Station Van Extension Projects
- Status:** Last service completed on June 30, 2020; no future calls anticipated.
- Contact:** Joseph Alcock, Planning • (714) 560-5372

Summary: Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in the City of Lake Forest. The City of Lake Forest has canceled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020 under Project S. As of July 1, 2020, this service has continued under a new Project V grant through June 30, 2027, subject to meeting Project V performance metrics.

METROLINK GATEWAYS ▾

- Status:** PROJECT COMPLETE
- Contact:** George Olivo, Capital Programs • (714) 560-5872



PROJECT T

Summary: This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim. In addition to providing transit connections for OCTA bus service, Metrolink and Amtrak service, shuttle and charter bus service, taxis, bikes, and other public and private transportation services, ARTIC also accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, opened the facility to rail and bus service on December 6, 2014. A ribbon-cutting ceremony was held on December 8, 2014, with a grand opening celebration hosted on December 13, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.



TRANSIT

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES ▼

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than \$88.1 million⁴ in Project U funding has been provided under M2.

⁴Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

Project: Senior Mobility Program

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

PROJECT U

Summary: The SMP provides one percent of net M2 revenues to eligible local jurisdictions to provide transit services that best meet the needs of seniors living in their community. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county's senior population, by the residents age 60 and above multiplied by available revenues. Remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

Since inception, more than \$25.5 million⁵ and 2,477,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Due to the COVID-19 pandemic, several local jurisdictions have modified or suspended service. This quarter, approximately \$924,000 was paid out to 29 of the 32 participating cities that are currently active. The remaining three cities have temporarily suspended services due to the COVID-19 pandemic.

⁵Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

Summary: This program provides one percent of net M2 revenues to supplement existing countywide senior non-emergency medical transportation services. Since inception, approximately \$27.6 million and 992,277 SNEMT boardings have been provided. This quarter, more than \$1 million in SNEMT funding was paid to the County of Orange.



TRANSIT

Project: Fare Stabilization Program

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: Between years 2011-2015, one percent of net M2 revenues was dedicated to stabilizing fares and providing fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance No. 3, adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

Approximately \$1.5 million in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 1,600,000 program-related boardings recorded on fixed-route and ACCESS services, approximately \$464,000 was utilized. In early April 2020, in response to the COVID-19 pandemic, OCTA temporarily implemented rear-door boarding for passengers in an additional effort to reinforce social distancing and help ensure the health of coach operators and the public. In the latter half of September 2020, OCTA returned to front-door boarding on fixed-route services after installing protective shields. The senior and disabled boardings recorded are based off of pass sales and ACCESS boardings figures. Since inception of the program, more than \$35 million has been allocated and 122 million program-related boardings have been provided.

COMMUNITY BASED TRANSIT/CIRCULATORS ▼

Status: Service Updates

PROJECT V

Contact: Joseph Alcock, Planning • (714) 560-5372

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, that complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has provided four rounds of funding (June 2013, June 2016, June 2018, and April 2020), which have awarded 35 projects and ten planning studies totaling approximately \$52 million. Out of the 35 projects, three are currently active; nine have been canceled (primarily due to low ridership); 20 are currently suspended (or not initiated) due to the COVID-19 pandemic, and three have been completed.

During this quarter, the Board approved changes to the Project V program guidelines in order to better support these key community services in a post COVID-19 environment. Key revisions included modifying minimum performance standards and allowing for escalation in the subsidy per boarding and annual fiscal year funding caps.



TRANSIT

SAFE TRANSIT STOPS ▼

Status: City-Initiated Improvements Underway and/or are Complete

Contact: Joseph Alcock, Planning • (714) 560-5372

PROJECT W

Summary: This program provides funding for passenger amenities at the busiest transit stops across Orange County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, lighting, and other passenger-related amenities.

In 2014, the Board approved the first round of funding in the amount of \$1,205,666 to support city-initiated improvements and \$370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of its proposed stop improvements and OCTA-initiated improvements were funded through another grant source. As a result, the funds were deallocated and returned to the program in June 2019. The 43 stop improvements funded through the first call are now complete.

In October 2018, the Board authorized a second Project W allocation process, providing up to \$3 million (in total) to eligible agencies to support bus stop amenity improvements. Eligible agencies were able to receive between \$20,000 to \$35,000 (per identified bus stop based on ridership). On June 24, 2019, funding recommendations were approved by the Board providing just under \$1 million to support improvements at 36 locations.

In May 2020, the Board directed staff to return with additional programming recommendations for Project W. On September 14, 2020, funding recommendations were approved by the Board providing \$1.03 million to support improvements at 35 locations.

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▼

Project: Environmental Cleanup Program

Status: Ongoing

PROJECT X

Contact: Dan Phu, Planning • (714) 560-5907

Summary: This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace, existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation related pollution.

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been ten rounds of funding under the Tier 1 grants program. A total of 189 projects, amounting to more than \$27 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. To date, all Orange County cities plus the County of Orange have received funding under this program. The eleventh Tier 1 call was released in February 2021 and funding recommendations to the Board are anticipated in fall 2021. Staff will evaluate the M2 revenues on a regular basis and prior to each call to ensure adequate funding availability. The appropriate timing of the next Tier 2 call is being assessed and will be determined by funding availability as well as the number of viable projects from eligible agencies.

Staff estimates that over 33 million gallons of trash has been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 78 football fields with one-foot deep of trash. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.

FREEWAY MITIGATION ▼

Project: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

Contact: Dan Phu, Planning • (714) 560-5907

Summary: In June 2017, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife (Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies.



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As a result, the environmental process will be streamlined, allowing OCTA to move forward with the M2 freeway projects (as described in the Conservation Plan) with little additional coordination from the Wildlife Agencies. The OCTA Conservation Plan is unique, as it is only the second state/federal conservation plan approved in Orange County.

The Conservation Plan also includes a streamlined process for coordination for streambed alteration agreements for portions of freeway projects that cross through streams and riverbeds. In 2017, the United States Army Corps of Engineers (Corps) issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The State Board provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance. These efforts are the result of years of collaboration between OCTA, the Corps, and State Board, and constitute another groundbreaking milestone for the M2 Environmental Mitigation Program.

To date, the Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and are currently at various stages of implementation. To date, three restoration projects have been completed and have been approved by the Wildlife Agencies. The Board authorized \$42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

Three restoration projects were affected by the 2020 Silverado and Bond fires. The fire damage will result in an extension of the project timeline(s) in order to meet the restoration needs. It is estimated that these projects will take an additional three to four years in order to perform additional monitoring, weeding and plant seeding. OCTA will continue to coordinate with the Irvine Ranch Conservancy and the Wildlife Agencies to implement and monitor the restoration efforts. Status updates are included in the OCTA Conservation Plan annual reports and will be shared with the Board, Environmental Oversight Committee (EOC), and the public.

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. A review of the Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually; the performance of the endowment fund may affect the time frame for full funding. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. In July 2020, OCTA made its fifth endowment deposit. Quarterly investment reports are provided to the Board, with the most recent one in March 2021. As of March 31, 2021, the endowment balance was \$18,216,874. The next report is anticipated to be presented to the Board in May 2021.

Staff will continue to oversee and provide endowment updates to the Finance and Administration Committee and the EOC on a regular basis. Resource management plans (RMPs) for the Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

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In coordination with the local fire authority, staff has been working with a consultant to draft fire management plans (Plans) for the seven Preserves. The Plans will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These Plans are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies as well as the local fire authority. The first Plan (Silverado Chaparral Preserve) has been approved by the Orange County Fire Authority. OCTA is coordinating with the Wildlife Agencies to obtain their approval. The remaining Plans were anticipated to be completed in 2020. However, due to coordination delays with Southern California Edison regarding easement confirmation, they are anticipated to be finalized in 2021. Once completed, these Plans will be publicly available.

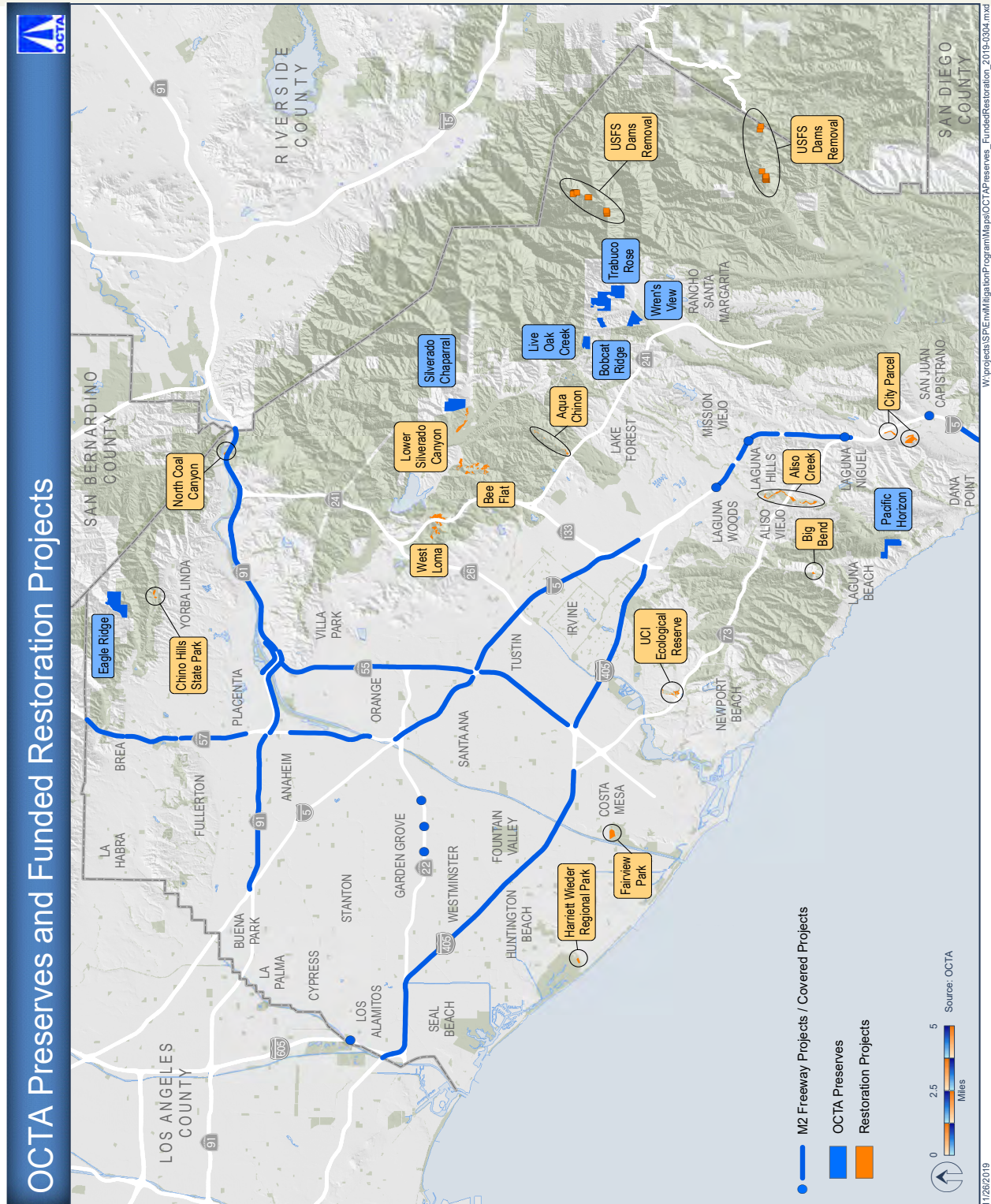
Conservation Plan annual reports will be completed every year. These reports will include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities up to 2020 were in compliance and on target with the Conservation Plan commitments. OCTA will continue with its efforts to complete the required objectives in a timely manner. It is anticipated that the next annual report will be provided to the Board in mid-2021. The annual reports are available for public review at www.PreservingOurLegacy.org.

To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project C (I-5 from SR-73 to El Toro Road), Project K (I-405 from SR-73 to I-605), and Project M (I-605/Katella Interchange). If these mechanisms were not in place, it is anticipated that these projects would incur an additional \$700,000 to \$2.5 million (in 2018 dollars) in mitigation-related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

OCTA provides docent-led hikes and equestrian rides in the Preserves. As a result of the stay-at-home order due to the COVID-19 pandemic, OCTA is postponing all scheduled hikes and equestrian rides until further notice. OCTA will release the 2021 Wilderness Preserve Hiking and Equestrian Riding Tour calendar once the order has been lifted. A list of scheduled 2021 wilderness Preserve tours will be available on the M2 website at www.PreservingOurLegacy.org.

As part of the safeguards in place for the M2 Program, a 12-member EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner that has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens. See map of Preserves and funded restoration properties on the following page.

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PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE ▼

Contact: Francesca Ching, PMO Manager • (714) 560-5625

The M2 PMO provides inter-divisional coordination for all Measure M-related projects and programs. To ensure agency-wide compliance, the PMO holds a bimonthly committee meeting comprised of executive directors and key staff from each of the divisions, who meet to review significant issues and activities within the M2 programs. This quarter, the focus of the PMO has been on several major items, including the following.

Market Conditions Forecast and Risk Analysis

In September 2017, the Board was presented with a Next 10 Plan Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet. The consultant's analysis identified a strong potential for OCTA to experience an increasing cost environment during the Next 10 Plan delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and Next 10 Plan.

The Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA's capital program twice a year.

The 2020 fall analysis to the Board identified that OCTA may experience a low inflationary cost environment (ranging from negative two percent to one percent) during 2021 and 2022, followed by a more normal inflationary cost environment in 2023 (ranging from two to six percent). Compared to the last update presented to the Board in October 2019, cost pressures have tempered and are primarily attributed to COVID-19. Staff will incorporate the information from this analysis into the M2 cash flow for update of the Next 10 Plan.

This quarter, the consultant team updated the forecasting model and shared with staff the findings. The economic recovery, as reflected in the data since the fall analysis, lead to an updated index which suggests a continued low inflationary cost environment (ranging from negative two percent to one percent) during 2021, a minimal cost inflation in 2022 (ranging from one percent to two percent), and returning to a more normal increasing cost environment in 2023 (ranging from six percent to 11 percent). The main factor for the return to a cost increase in 2023 is based on the anticipated economic recovery.



PROGRAM MANAGEMENT

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between 2017 and 2026. With four years of the Next 10 Plan completed to date, on December 14, 2020, the Board approved to shift the timeframe from FY 2016-17 through FY 2025-26 to FY 2020-21 through FY 2029-30. The PMO monitors the progress on the ten deliverables identified in the Next 10 Plan and provides status updates. See [pages 3-6](#).

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. The latest adopted 2019 Next 10 Plan incorporates a sales tax revenue forecast of \$13.4 billion. On October 26, 2020, the final 2020 sales tax revenue forecast of \$11.6 billion was presented to the Board. This represents a year over year decline of \$1.8 billion and the lowest forecast since M2 inception. The decrease in the forecast is primarily due to the COVID-19 pandemic. To manage the impacts to M2, staff presented three options to the Board for discussion and feedback on December 14, 2020. The Board suggested that staff pursue a financially prudent course of action with a proactive stance on project delivery while remaining flexible given the fluidity of current events. To provide an additional data point, the Board also directed staff to review the sales tax receipts through the second quarter of FY 2020-21 prior to presenting an updated Next 10 Plan.

On March 8, 2021, staff provided an update to the Board on sales tax revenue information through December 2020. The data showed that sales tax collections remained consistent with the projections presented to the Board in October 2020 and that the total forecasted M2 sales tax revenues remained at \$11.6 billion. The updated Next 10 Plan incorporating the \$11.6 billion forecast is anticipated to be presented to the Board in April 2021.

M2 Performance Assessment

The M2 Ordinance and Transportation Investment Plan (Ordinance No. 3) includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in delivery of M2 as committed to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. The most recent report commended OCTA's management of the M2 program with eight recommendations for enhancements. Staff implemented all eight recommendations for enhancements and provided a final report to the Board on January 13, 2020. The fifth assessment will cover the period between July 1, 2018 and June 30, 2021. Procurement efforts are currently underway to have a consultant contract executed by July 1, 2021.



PROGRAM MANAGEMENT

M2 Ordinance Tracking Matrix

Ordinance No. 3 includes numerous requirements that staff must follow in order to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA is in compliance with all requirements detailed in Ordinance No. 3. During the quarter, the 2020 update of the matrix was completed by the PMO in coordination with the responsible OCTA point of contact to ensure compliance and includes links to electronic documents verifying the response. The matrix will be shared with the Taxpayer Oversight Committee (TOC) at their next scheduled meeting on April 13, 2021 and is helpful to the TOC when determining OCTA's compliance with M2.

PMO M2 Tracking Tools

The PMO has developed several tracking tools to assist in reporting consistency and increased transparency of the M2 program. See the following for a brief explanation of PMO M2 tracking tools and their current status:

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through Measure M, state, and federal grants) in a format which emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. During the quarter, staff initiated the updates of the city fact sheets to include the March 2020 semi-annual review of CTFP projects approved by the Board on August 10, 2020, the 2020 Project W Safe Transit Stops projects approved by the Board on September 14, 2020, the 2020 Tier 1 ECP projects approved by the Board on October 12, 2020, and the September 2020 semi-annual review of CTFP projects approved by the Board on December 14, 2020, in addition to programming updates. Updated city fact sheets through December 2020 are anticipated to be completed in spring 2021.

Engineer's Estimate versus Bids Tracking

The estimate versus bid tracking process allows the PMO to monitor the bidding environment for capital projects in the M2 Program. Capital projects that were planned for and began construction early in the M2 Program have shown cost savings due to a favorable bidding environment during the recession. For these earlier M2 projects, savings can be primarily traced back to construction costs.

More recent market conditions analyses have indicated that OCTA could possibly experience a deflationary cost environment due to reduced cost pressures and COVID-19. These factors include a decline in statewide building permit issuance, increase in unemployment, increase in Orange County construction labor costs, and decline in building material costs. It should be noted that the engineer's estimate is based on a number of factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or downtick in the market.

PROGRAM MANAGEMENT

During the quarter, the construction contract for the Anaheim Canyon Metrolink Station Improvements Project was awarded on March 22, 2021. The lowest, responsive, and responsible bid was 14.5 percent above the engineer's estimate. The engineer's analysis of the bids concluded that the higher bid may be attributed to difficulty of construction due to site constraints, access limitations, and construction near an active railroad track. In addition, specialized design of the shade structures and light poles to match the existing ones at the station, as well as higher steel prices, may also be attributed to the higher bid. Staff will continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above one percent, only one percent can be allocated with the difference borrowed from other, non-M2 fund sources. Conversely, in years where administrative salaries and benefits are below one percent, OCTA can still allocate the full one percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above one percent.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$11.6 billion or 52 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent March 2021 Taxpayer Oversight Committee Report, the outstanding principal balance was \$0 and the remaining interest owed to OCUTT was \$0.6 million.

Staff meets quarterly to review all labor costs to ensure costs attributed to the one percent cap are accurately reported and that there are no misplaced project related costs.



Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to ensure compliance with M2 Ordinance No. 3. With the exception of the elected Auditor Controller of Orange County who is identified as the chair in the M2 Ordinance, all other members cannot be elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Orange County Grand Jurors Association and are selected from the qualified pool by lottery. The TOC is scheduled to meet every other month. The TOC upholds the integrity of the measure by monitoring the use of M2 funds and ensuring compliance. The responsibilities of the 11-member Measure M2 TOC are to:

- Ensure compliance with the Ordinance
- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
 - Congestion Management Program
 - Mitigation Fee Program
 - Expenditure Report
 - Local Traffic Signal Synchronization Plan
 - Pavement Management Plan
- Hold an annual Public Hearing to determine whether OCTA is proceeding in accordance with the Plan
- Review independent audits and performance assessments of the Orange County Local Transportation Authority regarding the expenditure of M2 sales tax monies
- The Chair shall annually certify whether M2 funds have been spent in compliance with the Plan

On March 12, 2020 and March 18, 2020, the Governor enacted Executive Orders N-25-20 and N-29-20, authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to COVID-19. As a result, the TOC held a meeting on February 9, 2021 via teleconference.

At the February 9, 2021 meeting, the TOC voted unanimously to affirm that the TOC has received and filed the M2 Quarterly Revenue and Expenditure Report for December 2020. The committee received presentations on COVID-19, M2 Market Conditions Key Indicators Analysis and Forecast, I-405, SR-73 to I-605 project Funding and Schedule Update, and the Measure M2 Quarterly Progress Report for the period July to September 2020. The TOC also received staff updates on the M2 Community-Based Transit Circulators Program, I-405, SR-73 to I-605 project TIFIA Loan Reset, Measure M2 Environmental Mitigation Program, the OC Streetcar and the I-405 Improvement Project. The TOC will continue to meet via teleconference following the direction of the Board. The next meeting is scheduled to take place on April 13, 2021.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed,



PROGRAM MANAGEMENT

to ensure local jurisdictions have submitted the following documents in order to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Traffic Signal Synchronization Plan, Pavement Management Plan, and an Expenditure Report. The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits.

M2 FINANCING AND SCHEDULE OF FUNDING ▼

Contact: Sam Kaur, Revenue and Grants • (714) 560-5889

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; and California State University, Fullerton) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures.

In the past, OCTA averaged the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, the Board approved a new sales tax forecast methodology as part of the FY 2016-17 budget development process. This methodology includes a more conservative approach by utilizing the MuniServices, LLC forecast for the first five years and the three-university average for the remaining years.

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance No. 3 estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. Due to the significant anticipated decrease in taxable sales due to the COVID-19 pandemic, OCTA prepared a preliminary update for the M2 sales tax forecast in August 2020. Since then, OCTA received final tax receipts for FY 2019-20 in September 2020 and prepared the final 2020 M2 sales tax forecast update that was presented to the Board in October 2020. The final forecast for total nominal sales tax collections over the life of M2 is estimated to be approximately \$11.6 billion, which remains the same as the preliminary forecast provided to the Board in August 2020. This represents a year-over-year decline of \$1.8 billion in forecasted sales tax when compared to last year's forecast.

PROGRAM MANAGEMENT

Furthermore, the COVID-19 pandemic was projected to continue into FY 2020-21 and as a result, the assumed budget rate is negative 6.6 percent. Based on the sales tax forecast information provided by MuniServices, LLC to date, the actual growth rate is expected to be an improvement, negative 0.7 percent, when compared to the budget rate. The next updated forecast is anticipated to be brought to the Board in fall 2021.

OCTA staff is working closely with MuniServices, LLC and the three universities to monitor and determine the impact of the pandemic on OCTA's sales tax collections and long-term forecast.

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended Mar 31, 2021	Year to Date Mar 31, 2021	Period from Inception to Mar 31, 2021
		(A)	(B)
Revenues:			
Sales taxes	\$ 83,597	\$ 235,772	\$ 2,967,465
Other agencies' share of Measure M2 costs:			
Project related	3,471	27,202	755,043
Non-project related	-	-	454
Interest:			
Operating:			
Project related	941	2,674	4,834
Non-project related	2,948	11,059	95,579
Bond proceeds	3,251	7,680	81,456
Debt service	1	2	1,063
Commercial paper	-	-	393
Right-of-way leases	55	232	1,376
Proceeds on sale of assets held for resale	-	-	12,201
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	311
Non-project related	-	-	100
Total revenues	<u>94,264</u>	<u>284,621</u>	<u>3,922,346</u>
Expenditures:			
Supplies and services:			
Sales tax administration fees	684	2,092	31,667
Professional services:			
Project related	7,905	16,643	427,995
Non-project related	899	2,307	32,977
Administration costs:			
Project related	2,561	7,680	91,190
Non-project related:			
Salaries and Benefits	1,274	2,700	30,607
Other	1,450	4,352	52,172
Other:			
Project related	60	131	5,311
Non-project related	102	130	5,149
Payments to local agencies:			
Project related	21,457	58,191	1,097,466
Capital outlay:			
Project related	46,134	171,117	1,458,158
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	8,065	8,065	67,095
Interest on long-term debt and commercial paper	17,888	35,776	250,005
Total expenditures	<u>108,479</u>	<u>309,184</u>	<u>3,549,823</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(14,215)</u>	<u>(24,563)</u>	<u>372,523</u>
Other financing sources (uses):			
Transfers out:			
Project related	(17,375)	(78,048)	(306,353)
Transfers in:			
Project related	1,407	3,327	176,971
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	(15,968)	(74,721)	630,181
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (30,183)</u>	<u>\$ (99,284)</u>	<u>\$ 1,002,704</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 2

(\$ in thousands)	Quarter Ended Mar 31, 2021 (actual)	Year to Date Mar 31, 2021 (actual)	Period from Inception through Mar 31, 2021 (actual)	Period from April 1, 2021 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Revenues:					
Sales taxes	\$ 83,597	\$ 235,772	\$ 2,967,465	\$ 8,649,744	\$ 11,617,209
Operating interest	2,948	11,059	95,579	179,202	274,781
Subtotal	86,545	246,831	3,063,044	8,828,946	11,891,990
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	86,545	246,831	3,063,598	8,828,946	11,892,544
Administrative expenditures:					
Sales tax administration fees	684	2,092	31,667	92,133	123,800
Professional services	899	2,307	29,202	84,891	114,093
Administration costs:					
Salaries and Benefits	1,274	2,700	30,607	87,902	118,509
Other	1,450	4,352	52,172	152,133	204,305
Other	102	130	2,129	6,080	8,209
Capital outlay	-	-	31	-	31
Environmental cleanup	217	483	45,004	172,967	217,971
Total expenditures	4,626	12,064	190,812	596,106	786,918
Net revenues	\$ 81,919	\$ 234,767	\$ 2,872,786	\$ 8,232,840	\$ 11,105,626
		(C.2)	(D.2)	(E.2)	(F.2)
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ 572,988	\$ 1,377,613
Interest revenue from bond proceeds	3,251	7,680	81,456	88,163	169,619
Interest revenue from debt service funds	1	2	1,063	5,255	6,318
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	3,252	7,682	887,537	666,406	1,553,943
Financing expenditures and uses:					
Professional services	-	-	3,775	2,005	5,780
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	8,065	8,065	67,095	1,241,525	1,308,620
Bond debt and other interest expense	17,888	35,776	250,005	631,558	881,563
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	25,953	43,841	368,957	1,875,088	2,244,045
Net bond revenues (debt service)	\$ (22,701)	\$ (36,159)	\$ 518,580	\$ (1,208,682)	\$ (690,102)

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 3

Project	Description	Net Revenues through Mar 31, 2021	Total Net Revenues
(G)		(H)	(I)
(\$ in thousands)			
Freeways (43% of Net Revenues)			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 113,231	\$ 437,730
B	I-5 Santa Ana/SR-55 to El Toro	72,323	279,588
C	I-5 San Diego/South of El Toro	151,055	583,950
D	I-5 Santa Ana/San Diego Interchange Upgrades	62,159	240,286
E	SR-22 Garden Grove Freeway Access Improvements	28,910	111,761
F	SR-55 Costa Mesa Freeway Improvements	88,176	340,870
G	SR-57 Orange Freeway Improvements	62,325	240,938
H	SR-91 Improvements from I-5 to SR-57	33,728	130,388
I	SR-91 Improvements from SR-57 to SR-55	100,342	387,903
J	SR-91 Improvements from SR-55 to County Line	84,851	328,018
K	I-405 Improvements between I-605 to SR-55	258,456	999,141
L	I-405 Improvements between SR-55 to I-5	77,021	297,749
M	I-605 Freeway Access Improvements	4,818	18,627
N	All Freeway Service Patrol	36,138	139,701
	Freeway Mitigation	61,765	238,771
	Subtotal Projects	1,235,298	4,775,421
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	\$ 1,235,298	\$ 4,775,421
	%		
Street and Roads Projects (32% of Net Revenues)			
O	Regional Capacity Program	\$ 287,283	\$ 1,110,576
P	Regional Traffic Signal Synchronization Program	114,908	444,211
Q	Local Fair Share Program	517,101	1,999,013
	Subtotal Projects	919,292	3,553,800
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	\$ 919,292	\$ 3,553,800
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 3

Expenditures through Mar 31, 2021 (J)	Reimbursements through Mar 31, 2021 (K)	Net M2 Cost (L)
\$ 10,836	\$ 7,424	\$ 3,412
10,598	7,952	2,646
202,934	48,484	154,450
2,531	527	2,004
5	-	5
42,063	22,096	19,967
51,420	12,429	38,991
34,961	824	34,137
27,142	26,133	1,009
7,465	6,048	1,417
874,010	129,281	744,729
9,199	6,954	2,245
2,349	24	2,325
6,052	-	6,052
56,192	5,669	50,523
1,337,757	273,845	1,063,912
63,651	-	63,651
\$ 1,401,408	\$ 273,845	\$ 1,127,563
		44.0%
\$ 784,143	\$ 506,783	\$ 277,360
77,791	8,524	69,267
497,863	77	497,786
1,359,797	515,384	844,413
70,698	-	70,698
\$ 1,430,495	\$ 515,384	\$ 915,111
		35.7%

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2021 (Unaudited)
Schedule 3

Project	Description	Net Revenues through Mar 31, 2021	Total Net Revenues
	(G) (\$ in thousands)	(H)	(I)
Transit Projects (25% of Net Revenues)			
R	High Frequency Metrolink Service	\$ 273,929	\$ 1,107,621
S	Transit Extensions to Metrolink	253,600	980,369
T	Metrolink Gateways	33,039	56,763
U	Expand Mobility Choices for Seniors and Persons with Disabilities	93,847	385,089
V	Community Based Transit/Circulators	57,441	222,054
W	Safe Transit Stops	6,340	24,509
	Subtotal Projects	718,196	2,776,405
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	\$ 718,196	\$ 2,776,405
	%		
Environmental Cleanup (2% of Revenues)			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 61,261	\$ 237,840
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	\$ 61,261	\$ 237,840
	%		
Taxpayer Safeguards and Audits			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 44,512	\$ 174,258
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 30,630	\$ 118,920
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 3

Expenditures through Mar 31, 2021 (J)	Reimbursements through Mar 31, 2021 (K)	Net M2 Cost (L)
318,387	\$ 98,761	\$ 219,626
122,546	2,133	120,413
98,220	60,956	37,264
90,246	88	90,158
13,394	1,322	12,072
1,122	26	1,096
643,915	163,286	480,629
39,538	-	39,538
683,453	\$ 163,286	\$ 520,167
		20.3%
45,004	\$ 292	\$ 44,712
-	-	-
45,004	\$ 292	\$ 44,712
		1.5%
31,667	\$ -	\$ 31,667
		1.1%
30,607	\$ -	\$ 30,607
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2020-21	FUNDS TO DATE
ALISO VIEJO	\$226,484	\$6,207,543
ANAHEIM	\$1,970,962	\$51,551,051
BREA	\$325,732	\$8,921,497
BUENA PARK	\$484,973	\$13,856,188
COSTA MESA	\$838,104	\$22,742,272
CYPRESS	\$293,391	\$8,200,999
DANA POINT	\$191,890	\$5,190,382
FOUNTAIN VALLEY	\$345,372	\$9,653,135
FULLERTON	\$734,156	\$20,248,320
GARDEN GROVE	\$841,504	\$23,157,867
HUNTINGTON BEACH	\$1,095,900	\$30,288,404
IRVINE	\$1,630,959	\$42,419,598
LAGUNA BEACH	\$139,739	\$3,964,544
LAGUNA HILLS	\$188,390	\$5,297,278
LAGUNA NIGUEL	\$368,895	\$10,353,696
LAGUNA WOODS	\$70,080	\$1,978,628
LA HABRA	\$299,501	\$8,202,927
LAKE FOREST	\$454,307	\$12,357,748

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2020-21	FUNDS TO DATE
LA PALMA	\$79,566	\$2,527,316
LOS ALAMITOS	\$71,182	\$2,017,435
MISSION VIEJO	\$514,658	\$14,529,945
NEWPORT BEACH	\$619,993	\$17,133,395
ORANGE	\$948,539	\$25,702,421
PLACENTIA	\$264,954	\$7,155,415
RANCHO SANTA MARGARITA	\$236,447	\$6,588,712
SAN CLEMENTE	\$322,366	\$8,771,997
SAN JUAN CAPISTRANO	\$213,771	\$5,904,773
SANTA ANA	\$1,559,376	\$43,269,932
SEAL BEACH	\$133,682	\$3,878,020
STANTON	\$165,932	\$4,641,955
TUSTIN	\$511,506	\$13,947,681
VILLA PARK	\$28,909	\$811,302
WESTMINSTER	\$473,122	\$13,299,225
YORBA LINDA	\$344,461	\$9,372,490
COUNTY UNINCORPORATED	\$1,180,105	\$29,647,985
TOTAL M2 FUNDS	\$18,168,912	\$493,792,078

CAPITAL ACTION PLAN

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Bold = Forecasted/Actual

Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-15	Dec-17	Apr-21
Project A	\$39.7	Jun-11	Jun-15	Nov-18	Jan-21
I-5, I-405 to Yale Avenue	\$230.5	May-14	TBD	TBD	TBD
Project B	\$230.5	May-14	Sep-21	Jul-25	Jan-29
I-5, Yale Avenue to SR-55	\$200.4	May-14	TBD	TBD	TBD
Project B	\$200.4	May-14	Apr-21	Feb-25	Sep-28
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	\$83.6	Jun-09	Jun-11	Dec-14	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	\$75.2	Jun-09	Jun-11	Jun-14	Jul-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C	\$74.3	Jun-09	Jun-11	Dec-13	Jul-18
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Mar-15	Dec-18	Apr-25
Project C & D	\$195.8	Oct-11	Mar-15	Dec-19	Apr-25
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Nov-14	Jun-18	Nov-23
Project C & D	\$203.1	Oct-11	Nov-14	Mar-19	Dec-23
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Mar-15	May-19	Oct-24
Project C	\$165.9	Oct-11	Mar-15	Sep-20	Oct-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	\$12.4	N/A	Jul-22	Nov-24	Jun-26
I-5, I-5/El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD
Project D Cost/Schedule Risk	TBD	Apr-17	TBD	TBD	TBD

*Status through March 2021. For detailed project information, please refer to the individual project section within this report.

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Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	\$79.8	Sep-05	Jan-09	Aug-12	Jan-16
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	Jan-14	Sep-15	Sep-16
SR-55, I-405 to I-5	\$410.9	Feb-11	Sep-17	Jul-21	Aug-25
Project F Cost/Schedule Risk	\$503.2	May-11	Sep-17	Apr-22	Apr-26
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD
Project F	\$131.3	Dec-16	May-22	May-26	Jul-29
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	\$71.8	Apr-16	TBD	TBD	TBD
Project G	\$71.8	Apr-16	Jan-22	Mar-25	Oct-27
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-08	Aug-11	Sep-14
Project G	\$38.0	Apr-08	Aug-08	Oct-11	Apr-15
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	May-09	Sep-17	Jun-18
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Feb-08	Oct-10	May-14
Project G	\$52.3	Aug-05	Feb-08	Oct-10	Nov-14
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Feb-08	Oct-10	Sep-14
Project G	\$54.1	Aug-05	Feb-08	Oct-10	May-14
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Oct-14	Feb-18	Apr-19
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Sep-22	TBD	TBD	TBD

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	\$59.2	Jul-07	Mar-10	Jan-13	Jun-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Nov-14	Mar-17	Nov-17
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Jan-15	Mar-20	Feb-24	Sep-27
Project I	\$100.9	Jan-15	Mar-20	Feb-24	Sep-27
SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Jan-15	Jun-20	Jul-24	Mar-28
Project I	\$208.4	Jan-15	Jun-20	Jul-24	Mar-28
SR-91, Acacia Street to La Palma Ave (Segment 3)	\$116.2	Jan-15	TBD	TBD	TBD
Project I	\$116.2	Jan-15	Nov-20	Sep-24	May-28
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	\$42.5	Jul-08	Jun-11	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	\$79.7	Jul-07	Apr-09	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	May-12	Oct-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Jul-07	Aug-09	Jan-11
I-405, SR-55 to I-605 (Design-Build)	\$2,080.2	Mar-09	Mar-14	Nov-16	Feb-24
Project K	\$2,080.2	Mar-09	Mar-14	Nov-16	Feb-24
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	Dec-14	TBD	TBD	TBD

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
I-605, I-605/Katella Interchange	\$29.0	Aug-16	TBD	Feb-24	Nov-25
Project M	\$29.0	Aug-16	Dec-20	Feb-24	Nov-25
Grade Separation Projects:					
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	\$63.8	Jan-01	Feb-09	Sep-11	Dec-14
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	\$110.7	Jan-01	Feb-09	Nov-13	Jun-17
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	\$105.9	Jan-01	Feb-09	Jan-13	Oct-16
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	\$64.5	Jan-01	Jan-09	Jul-11	Dec-14
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O	\$126.2	Feb-09	Mar-10	Feb-14	May-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jul-06	May-13	May-18
Project O	\$99.6	Dec-08	Jul-06	Feb-14	Mar-18
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	\$96.6	Jan-01	Feb-09	Feb-13	Oct-16
Rail and Station Projects:					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Jan-04	Feb-11	May-14
Project R	\$61.9	N/A	Jan-04	Feb-11	Jan-16

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Jan-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Feb-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Mar-15	Dec-16	Feb-21
	\$36.4	Aug-11	Mar-15	Mar-19	Nov-20
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	Oct-08	TBD	TBD
Project R Cost/Schedule Risk	\$40.1	Jan-03	Oct-08	Jun-22	Jan-24
Orange County Maintenance Facility	TBD	Apr-20	TBD	TBD	TBD
Project R	TBD	Apr-20	TBD	TBD	TBD
Anaheim Canyon Station	\$27.9	Jan-16	Mar-19	Nov-19	Mar-21
	\$34.2	Jan-16	Mar-18	Mar-21	Oct-22
Orange Station Parking Expansion	\$33.2	Dec-09	Nov-10	Nov-16	Feb-19
	\$30.9	Dec-09	Nov-10	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Jan-12	Sep-14	Mar-17
	\$4.2	N/A	Jan-12	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jul-13	Jan-15	Apr-17
	\$5.0	Jul-13	Jul-13	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Jun-09	Sep-12	Dec-14
OC Streetcar	\$424.4	Aug-09	Feb-16	Aug-18	Dec-21
Project S Cost/Schedule Risk	\$440.0	Aug-09	Feb-16	Sep-18	Oct-22

*Status through March 2021. For detailed project information, please refer to the individual project section within this report.

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May 2021

FREEWAY IMPROVEMENT PROGRAM (A-N)

Interstate 5 (I-5) Projects

- A** I-5, SR-55 to SR-57
- B** I-5, I-405 to SR-55
- C** I-5, SR-73 to El Toro Road
- C** I-5, Avenida Pico to San Juan Creek Road
- D** I-5 Highway Interchanges

State Route 22 (SR-22) Projects

- E** SR-22 Access Improvements

State Route 55 (SR-55) Projects

- F** SR-55, I-405 to I-5
- F** SR-55, I-5 to SR-91

State Route 57 (SR-57) Projects

- G** SR-57 NB, Orangewood Avenue to Katella Avenue
- G** SR-57 NB, Katella Avenue to Lincoln Avenue
- G** SR-57 NB, Orangethorpe Avenue to Lambert Road
- G** SR-57 NB, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- H** SR-91 WB, I-5 to SR-57
- I** SR-91, SR-55 to SR-57
- J** SR-91, SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K** I-405, SR-73 to I-605
- L** I-405, I-5 to SR-55

Interstate 605 (I-605) Projects

- M** I-605 Katella Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS (O-Q)

- O** Grade Separation Program
- P** Signal Synchronization Project Corridors

TRANSIT PROJECTS (R-W)

- R** Grade Separation and Station Improvement Projects
- S** Transit Extensions to Metrolink
- T** Metrolink Station Conversion to accept Future High-Speed Rail Systems

OTHER PROJECTS NOT SHOWN

- Project N:** Freeway Service Patrol
- Project O:** Regional Capacity Program
- Project Q:** Local Fair Share Program
- Project R:** Grade Crossing and Trail Safety Enhancements
- Metrolink Service Expansion Program**

- Project U:** Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program
- Project V:** Community Based Transit/Circulators
- Project W:** Safe Transit Stops
- Project X:** Environmental Cleanup Program

Measure M2 (M2) Adjustments Related to the Coronavirus (COVID-19) Pandemic

Board Date	Title	Board Action	Reason
May 22, 2020	M2 Senior Mobility Program (SMP) Temporary Guideline Requirement Suspension	Approved a temporary suspension effective June 1, 2020 to May 31, 2021, of the SMP guideline requirement related to procuring third-party contracted transportation service using a competitive bidding process.	A transportation provider notified six cities that they would be discontinuing all services in Orange County, effective May 31, 2020, due to unforeseen circumstances and concerns related to the COVID-19 pandemic. The short notice left several local jurisdictions with little time to competitively procure another third-party service provider.
June 22, 2020	Amendment to M2 Ordinance No. 3 (M2 Ordinance)	Amended the M2 Ordinance to revise the maintenance of effort (MOE) requirements for fiscal year (FY) 2019-20 and FY 2020-21.	Local jurisdictions are required to meet specific requirements in order to receive M2 revenues, one of which is related to MOE. MOE is the amount local jurisdictions spend in discretionary non-transportation funds for streets and roads purposes. The intent is to ensure that M2 revenues do not supplant funding for streets and roads that a local jurisdiction was spending prior to M2. To address the anticipated near-term negative growth in general fund revenues, OCTA amended the M2 Ordinance as it relates to the MOE requirements for FY 2019-20 and FY 2020-21.
August 10, 2020	Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review (SAR) - March 2020	Approved requested project adjustments to the CTFP projects and Local Fair Share (LFS) funds and exempted certain CTFP and M2 Eligibility Guidelines to incorporate these adjustments.	The March 2020 process reviewed the status of M2 grant-funded projects and provided an opportunity for local agencies to update project information and request project modifications. In this cycle, 36 of the 77 project adjustment requests were attributed to COVID-19-related impacts.

Measure M2 (M2) Adjustments Related to the Coronavirus (COVID-19) Pandemic

Board Date	Title	Board Action	Reason
October 12, 2020	M2 SMP Temporary Guideline Exceptions	Approved SMP guideline exceptions related to meal delivery service and held funds in reserve for local agencies with suspended services.	To continue providing services to seniors, several agencies were providing meal delivery in lieu of transporting seniors to their nutrition programs. The SMP Guidelines detail the types of senior transportation trips that are eligible for funding through the SMP. In addition, the M2 Ordinance requires that M2 net revenues be expended within three years of receipt. To provide flexibility and relief, the Board approved temporary exceptions to the SMP Guidelines to allow local agencies to continue delivering meals and held funds in reserve for local agencies that suspended their SMP services.
December 14, 2020	CTFP SAR - September 2020	Approved adjustments to CTFP projects, LFS and SMP funds, and approved cooperative agreement amendments for all active Project V services to extend grant terms for up to 24 months.	The September 2020 SAR process reviewed the status of M2 grant-funded projects and provided an opportunity for local agencies to update project information and request project modifications. In this review cycle, 40 of the 64 project adjustment requests were attributed to COVID-19-related impacts.
January 25, 2021	M2 Community-Based Transit Circulators Program Project V Ridership Report and Proposed Program Revisions	Approved Project V program revisions related to the impacts of COVID-19.	Project V services are required to adhere to established minimum performance standards. Under the current guidelines, funds are subject to cancellation if a service continues to perform below minimum performance standards. The Project V Program revisions provide local agencies flexibility to reinstate and fund Project V services in a post-COVID-19 environment while shifting evaluation metrics to be more financially focused, context-sensitive, and locally-driven.
May 24, 2021	Amendment to M2 Ordinance	Amended the M2 Ordinance to revise the MOE requirements for FY 2021-22.	To assist local jurisdictions with the transition back to the pre-pandemic MOE benchmarks, the revised MOE requirement was extended through FY 2021-22.

Measure M2 Quarterly Progress Report for the Period of January 2021 Through March 2021



- Highlights successes and challenges of M2 Program activities
- Reports progress on Next 10 Plan deliverables
- Provides budget and schedule information
- Includes revenue and expenditure actuals, in addition to local allocations



ENVIRONMENTAL



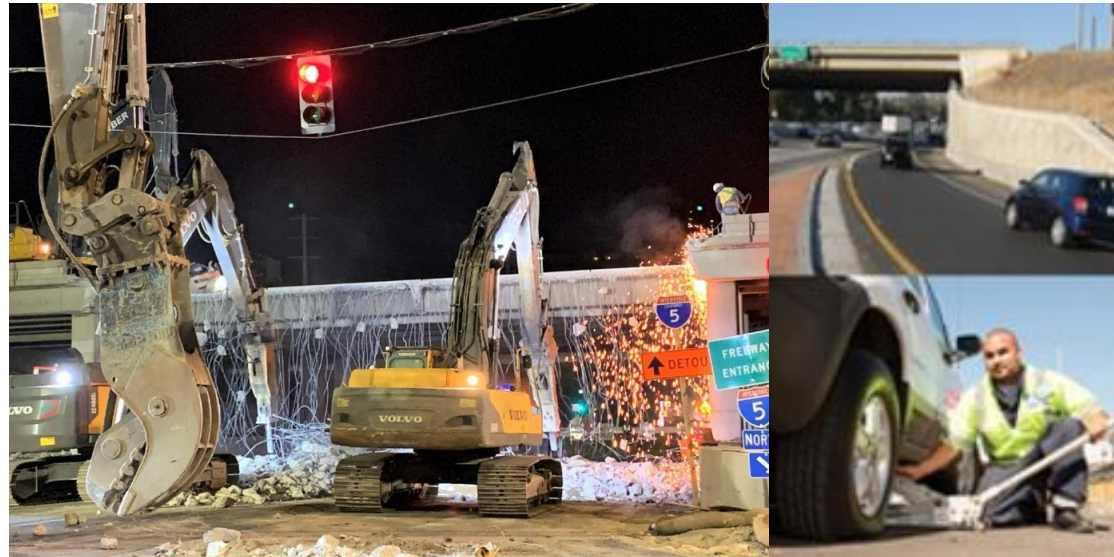
A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program



A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

Program Highlights - Freeways

- 13 segments complete
- 4 segments in construction
- 5 segments in final design
- 8 segments under project development
- 595,841 Freeway Service Patrol motorist assists/lane clearances



3rd Quarter Freeway Highlights

- I-5, SR-73 to El Toro Road – All segments under construction
- SR-55, I-405 to I-5 – OCTA awarded \$140 million of state funding
- SR-57 Northbound, Orangewood Avenue to Katella Avenue – RFP for final design issued
- I-405, SR-73 to I-605 – First halves of Fairview Avenue and Westminster Boulevard overcrossing bridges opened to traffic
- Freeway Service Patrol – Awarded tow service contracts



I-5 – Interstate 5
SR-73 – State Route 73
SR-55 – State Route 55
I-405 – Interstate 405
SR-57 – State Route 57

OCTA – Orange County Transportation Authority
RFP – Request for proposals
I-605 – Interstate 605

Program Highlights – Street and Roads

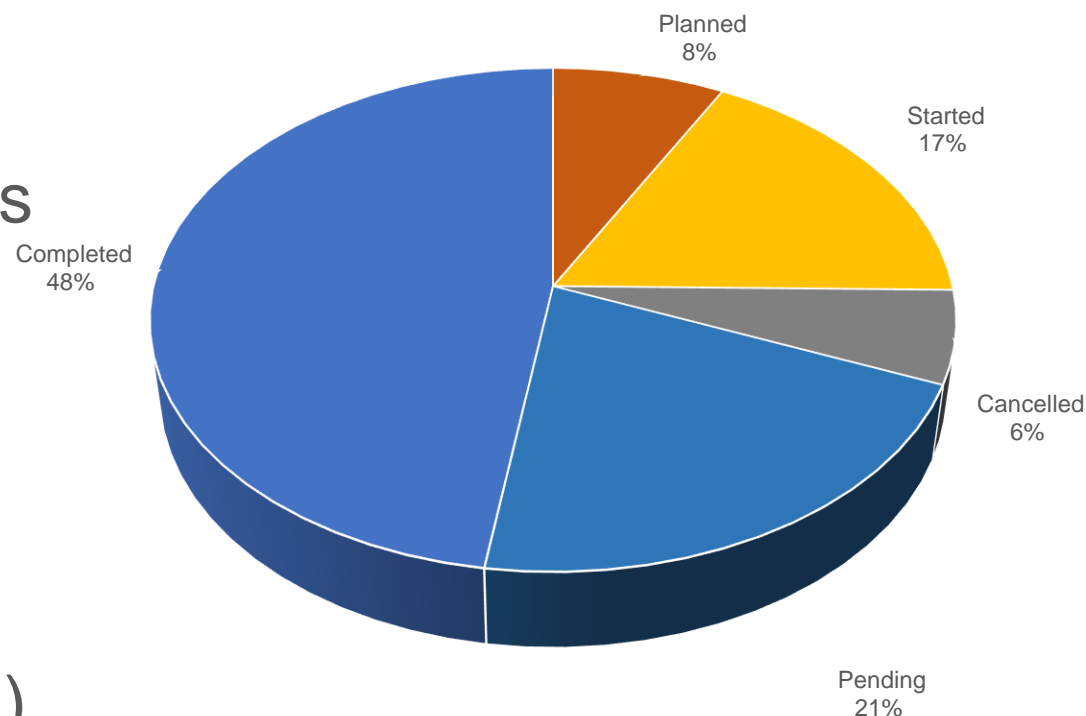
Approximately \$912 million provided to local jurisdictions to date:

- Over \$493 million in flexible funding
- 143 street capacity improvement projects
- 117 signal synchronization projects

3rd Quarter Highlights:

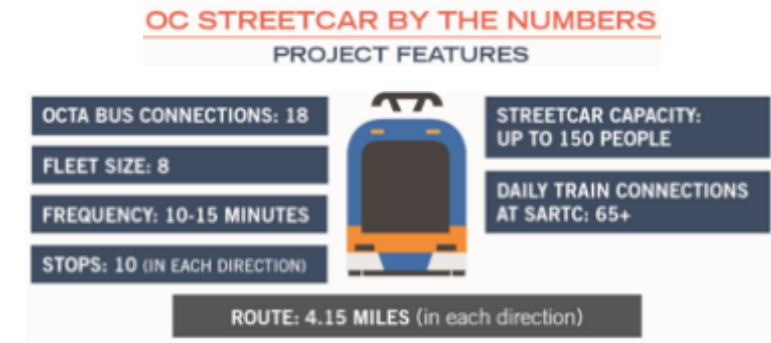
- Review of Project O and Project P applications for 2021 call for projects (call)

Measure M2 Streets & Roads Program Status



Program Highlights - Transit

- Funding for Metrolink service in OC
- Station and grade crossing safety improvements
- OC Streetcar underway
- 26 community-based transit/circulators
- Customer amenities at 114 transit stops
- \$88.1 million allocated to expand mobility choices for seniors and persons with disabilities



3rd Quarter Transit Highlights

- Anaheim Canyon Metrolink Station Improvements - Construction contract awarded
- OC Streetcar - Project progress update
- Community-Based Transit Circulators - Revisions to program guidelines



Program Highlights - Environmental

Environmental Cleanup Program

- Over \$51 million allocated for 196 water quality projects
 - 33 million gallons of trash captured

Freeway Environmental Mitigation Program

- Preserved 1,300 acres of open space and restored 350 acres of habitat
- Streamlined biological and water quality permitting for freeway projects
- Established endowment to protect mitigation properties



- Released \$2.8 million Environmental Cleanup Program Tier 1 call



- Monitor Measure M2 Program Risks and Challenges
 - COVID-19
 - Capital projects
 - Sales Tax Revenue / Next 10 Delivery Plan
 - Market Conditions Key Indicators
- Triennial Performance Assessment



- Status of Next 10 Delivery Plan progress
- Success and challenges of Measure M2 implementation
- Resource for information on all aspects of Measure M2 Transportation Investment Plan
- Transparent and fulfills Ordinance No. 3 requirements
- Available to the public via the OCTA website:
[https://www.octa.net/About-OC-Go/OC-Go-\(2011-2041\)/Documents-and-Reports/](https://www.octa.net/About-OC-Go/OC-Go-(2011-2041)/Documents-and-Reports/)





Orange County Transportation Authority

Fiscal Year 2021-22 Budget Workshop Questions & Answers

1. Question: What compensation categories are available for administrative employees?

Answer: There are two compensation pools under which an administrative employee can be recognized, which are the merit pool and the special award pool. The merit pool is available for management to provide base building increases for employees based solely on the employee's annual performance. A merit increase is not guaranteed, and it is the only form of base building increase available for an administrative employee. Administrative employees do not receive any cost-of-living or step increase adjustments.

The special award pool provides management the opportunity to reward an employee based on individual outstanding achievements throughout the year. This award is a lump sum award and is non-base building.

2. Question: How did OCTA handle the merit and special award pools in the current fiscal year (FY) budget?

Answer: Due to the economic uncertainty surrounding the onset of coronavirus (COVID-19), management suspended the merit and special award programs for FY 2020-21.

3. Question: What are the two different categories of coach operators at OCTA?

Answer: OCTA directly operates 60 percent of fixed-route bus service and utilizes a contractor to operate 40 percent of the service. Both OCTA employed coach operators and the contracted coach operators are represented employees and subject to separate collective bargaining agreements. OCTA is only party to the collective bargaining agreement for OCTA employed coach operators. The collective bargaining agreement for the contracted coach operators is handled by the contractor, currently First Transit.

Question: Why are Los Angeles – San Diego – San Luis Obispo (LOSSAN) salaries and benefits are increasing by 18 percent and OCTA salaries and benefits only increasing by three percent?

Answer: The increase in LOSSAN salaries and benefits are comprised of the net effect of various factors including proposed merit, special awards, benefit costs, and changes in proposed staffing levels. In addition, unlike the amended budget, the proposed budget includes a full year's cost impact of changes in the LOSSAN programs staffing structure. OCTA is fully reimbursed by the State for LOSSAN salaries and benefits costs.



Orange County Transportation Authority

Fiscal Year 2021-22 Budget Workshop Questions & Answers

4. Question: Why is interest expense lower in the FY 2021-22 proposed budget when compared to the current FY 2020-21 budget?

Answer: OCTA's budget includes debt service from three programs, which are the Measure M2 (M2) Program, 91 Express Lanes Program, and the 405 Express Lanes Program. Both the M2 and 91 Express Lanes Programs have fixed-rate, level debt structures. However, the budget for the 405 Express Lanes debt is currently based on estimated drawdowns from a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. OCTA did not need to make the anticipated drawdown in FY 2020-21, which lowered the actual interest expense in FY 2020-21 and FY 2021-22. As a result, the budget in FY 2021-22 reflects an anticipated lower interest expense given the lack of a drawdown in FY 2020-21.

5. Question: Explain the use of prior year's designations to fund capital expenditures?

Answer: OCTA's major operating programs such as the Bus, Rail and 91 Express Lanes programs typically do not issue debt to fund their capital expenditures. Each year these programs save (designate) funds as part of the budget process to fund future capital expenditures. In any given year, each of these programs saves (designates) funds for future capital expenditure, as well as spends funds that were saved in prior years (use of prior year's designations) to fund capital expenditures in the budget year. For example, in the FY 2021-22 budget it is anticipated that the bus program will save \$47.8 million for future capital expenditures, but also spend \$19.1 million in prior year's designations to fund capital expenditures in the budget year.

6. Question: Is the proposed budget balanced without any unplanned use of reserves?

Answer: Yes, the proposed budget is balanced without any unplanned use of reserves.

7. Question: Does approval of the proposed budget authorize the approval of any specific project?

Answer: The budget does not approve specific projects but rather implements OCTA's programs and projects based on prior Board of Directors (Board) direction. Approval of the budget appropriates funds for the FY and is only one step in expending funds, because procurement guidelines must also be met. For example, even though an item is included in the budget, procurement policy requires that all procurements greater than \$250,000 must be approved by the Board. As a result, almost all items included within the budget will come back to the Board through the procurement process.



Orange County Transportation Authority

Fiscal Year 2021-22 Budget Workshop Questions & Answers

8. Question: Does the proposed budget allow OCTA to continue to deliver on the promises made under M2?

Answer: Yes. The budget is consistent with both the Next 10 Plan and Comprehensive Business Plan, both of which have been recently approved by the Board. These plans both demonstrate OCTA's ability to deliver the M2 Program as promised.

9. Question: Does the proposed budget advance any new debt?

Answer: The budget does not include any new debt issuances.

10. Question: What is the current debt coverage ratio for OCTA's debt?

Answer: Debt coverage ratios for the M2 and 91 Express Lanes Programs are included in the table below:

Program	FY 2019-20 Actual	FY 2020-21 Estimate	FY 2021-22 Budget
M2	5.6x	5.4x	5.6x
91 Express Lanes	3.5x	3.1x	2.4x

11. Question: OCTA's budget is balanced with no unplanned use of reserves, please explain what is meant by no unplanned use of reserves?

Answer: OCTA has a board-approved reserve policy which outlines the reserve requirements for each of its operating programs, which include the Bus, 91 Express Lanes and Motorist Services programs. The policy provides the operating, capital and debt service (if applicable) reserve requirements for each program. OCTA has fully funded the operating, capital and debt service reserve requirements for each of these programs. The FY 2021-22 budget was developed and balanced without any draws from the operating and debt service reserve funds for these programs. In addition, each year OCTA designates (saves) funds to pay for future capital expenditures. In future budgets, when the capital projects need to be funded, OCTA draws from the capital reserves to pay for the planned expense. This draw on reserves is considered a planned use of reserves. The FY 2021-22 budget anticipates drawing \$296 million from reserves (prior year savings) to pay for planned capital expenditures included in the budget. Though this is a draw on reserves, the funds were saved in prior years in anticipation of the expense in the current budget year and is therefore a planned use of reserves. As a result, OCTA's budget does not have any unplanned use on reserves included in the budget.